

GRAIN DEALERS JOURNAL

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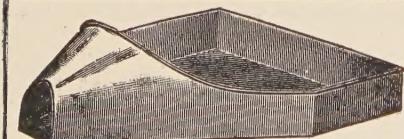
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GRAIN AND FEED
Brokerage and Commission
DOMESTIC AND EXPORT
505 Chamber of Commerce, Boston, Mass.

The Mutual Grain Co.
INDIANAPOLIS, IND.
GRAIN
Commission Consignments Brokerage Sales to Arrive
LEW HILL, Traveling Representative

URMSTON GRAIN CO.
Commission Merchants
TRACK BUYERS AND DISTRIBUTORS
Consignments Solicited
INDIANAPOLIS, IND. BUFFALO, N. Y.

E. I. BAILEY
CLEVELAND, OHIO
Receiver and Shipper of
Corn, Oats, Millfeed
ASK FOR PRICES

Kuehl-Lammers Grain & Coal Co.
Cedar Rapids, Iowa
We Buy and Sell All Kinds of Grain.
Get our prices.

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DEALERS IN
SALVAGE GRAIN
Grain, Feed, Etc.
WRITE OR WIRE
930 Postal Telegraph Bldg. CHICAGO

E. A. GRUBBS GRAIN CO.
Greenville, Ohio
Wants Correspondence with members of the
Grain Dealers National in Ohio, Indiana and
Illinois. We want strictly sound winter wheat,
yellow shelled corn and recleaned white oats.

RECEIVERS, SHIPPERS AND BROKERS

L. C. McMURTRY GRAIN CO.

RECEIVERS AND SHIPPERS — KAFFIR AND MAIZE
Milling and Export Wheat, Oats, Rye, Barley, Etc.
Write or Wire Us
when in the market.

PAMPA, TEXAS



Ship Your Hay

to

ALBERT MILLER & COMPANY

192 North Clark St., Chicago, Ill.

"LARGEST HANDLERS OF HAY IN MIDDLE WEST"

REFERENCES { First National Bank, Chicago
National City Bank, Chicago
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COBB GRAIN CO.

PLAINVIEW, TEXAS

Dealers in All Kinds of Grain and Seeds

Members { Panhandle Grain Dealers' Assn.
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Carrying money to the bank becomes a habit with Advertisers who regularly use the advertising pages of the GRAIN DEALERS JOURNAL.

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BLANCHARD - NISWONGER GRAIN CO.

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ASK FOR DELIVERED CORN PRICES

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SELL OR CONSIGN US

CROWELL ELEVATOR COMPANY
Receivers and Shippers
GRAIN
Consignments Solicited
OMAHA

"All We Know Is Consignments"
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GRAIN
OMAHA

Omaha Consignments

RECEIVE MORE-THAN-SATISFACTORY-SERVICE
WHEN CONSIGNED TO

UPDIKE GRAIN CO.

Geo. A. Roberts
Grain Co.
GRAIN MERCHANTS

Consignments
a
Specialty

Omaha, Nebr.

WELSH GRAIN CO.
Solicits Your Consignments of
Grain, Prairie and Alfalfa Hay

Advertising

Must first attract, then interest, and finally convince. Keep advertising and the country shipper will give you the preference.

Taylor Grain Co.
BROKERS AND COMMISSION MERCHANTS
Consignments Solicited
736 Brandeis Bldg.
Omaha, Neb.

SERVICE
IS WHAT YOU WANT
Wire Us for Prices on All Kinds of Grain and Chops
Cavers Sturtevant Co.
Omaha

THE OLIVE GRAIN CO. CONSIGNMENTS
OMAHA, NEBRASKA

For GRAIN ELEVATOR Equipment

Engines—For Power

Rope—For Drives

Belting—For Buckets

Boots—For Elevator

Boxes—For Bearings

Shafting and Pulleys

Cleaners—Shellers—Grinders

Scales for Every Service



American Supply Company

Under New Ownership

Omaha, Neb.

HOWE SCALES

Buyers or Sellers by Weight
Should Own

HOWE SCALES

Because

They are *Ball Bearing*
They are *Everlasting*
They are *Most Accurate*
They are *Strongest*
They are *Simplest*
They are *Easiest to Install*
And *Cheapest* in the end

ALL STYLES

ALL SIZES
COMPLETE STOCK



New Portable Automatic

Very simply constructed. Consists of
Dial and Scale Parts Only

Recommended for

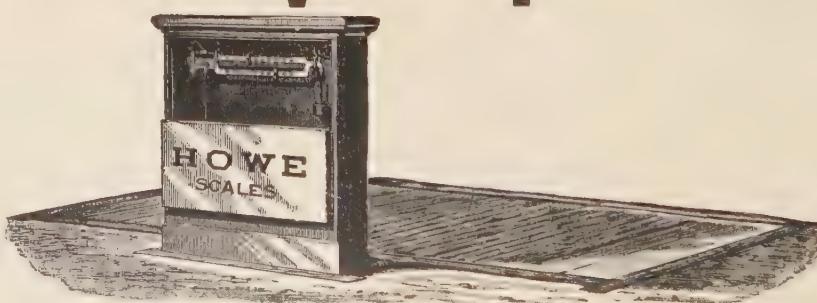
Commission Men
Produce Men
Express Companies
Factories
Laundries
Warehouses

CAPACITY UP TO 1100 POUNDS

Made with or without Tare and
Capacity Bars

Sole Distributors
for

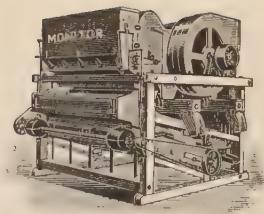
Nebraska
1104 Farnam St.
Omaha



Sole Distributors
for

Nebraska
1104 Farnam St.
Omaha

Nebraska Scale and Supply Company



A Sweeping Victory

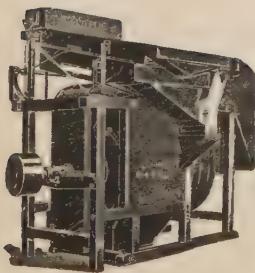
Largest order ever given for grain cleaners and oat clippers

for a Grain Elevator was recently awarded to us—for "Monitor" Machines. These "Monitors" are for use in what will be the largest Elevator in the World, the 10,000,000 bushels "Calumet" Terminal now building by Witherspoon-Englar Company for the C. & N. W. R'y at South Chicago, Ill.—John S. Metcalf Company designing and consulting engineers for the entire work—the Elevator to be operated by the Armour Grain Company. This gigantic Elevator will reflect the combined master efforts of experts who stand high as leaders in large-capacity Elevator designing, building and operating. In the selection of materials and equipment a buying policy that safeguarded every interest of this titanic enterprise was followed. We entered "Monitors" against all competitors—we won, on merit alone. The "Calumet" will have a maximum cleaning and clipping capacity of nearly two and one-quarter million bushels for a twenty-four hour day, and in addition a capacity of 190 to 280 tons of screenings recleaning—this work being handled by "Monitor" Oat Clippers, "Monitor" Double Receiving Cleaners and "Monitor" Screenings Separators. In the dust house eight "Monitor" Packers will take care of the dust packing work. Each "Monitor" is to be heavy-service, fire-proof construction—each will embody exclusive "Monitor" features typifying the most advanced test-proven improvements in Machinery of their respective kind. "Monitors" continue to be, as for more than fifteen successive years, the Machines supreme for grain cleaning and oat clipping work. This "Calumet" order would seem to firmly establish the fact in the minds of a possible few grain dealers who may have been slow to realize it. Our literature, sent free on request, should be in your hands as a guide for determining important matters pertaining to Cleaners, Clippers and Smutters.

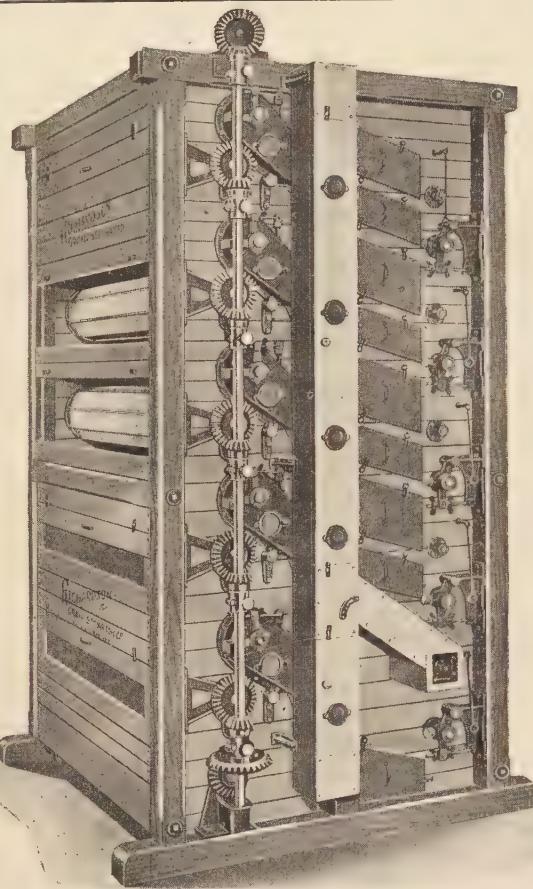
HUNTLEY MFG. CO., Silver Creek, N. Y.

AGENTS

- F. M. Smith, 310 Trader, Bldg., Chicago, Ill.
- J. B. Ruthrauff, 301 South Lawrence St., Wichita, Kansas
- S. J. McTiernan, 25 Merchants Exchange, St. Louis, Mo.
- A. F. Shuler, 218 Iron Exchange, Minneapolis, Minn.
- A. H. Smith, 504 Dwight Bldg., Jackson, Mich.
- C. J. Groat, 601 Concord Bldg., Portland, Ore.
- A. S. Garman, 202 South Balch St., Akron, Ohio
- W. B. Sutton, 527 South Euclid Ave., Dayton, Ohio
- J. H. Foote, Owego, New York
- C. M. Wilkinson, 118 First Ave., Lexington, N. C.



Monitor



Cost Price, Results to Be Obtained, Cost of Operation and Upkeep

These are the three essentials of every purchase of grain elevator machinery. On the answer to these questions you base your decision.

The RICHARDSON New Type Wheat and Oat Separator

(The Perfected Machine)

eliminates the question of results by the following guarantee:

Select the type for your needs. We will ship it to you on 30 days free trial. It must deliver results never given you by any other machine. Power consumption less than any other separator, upkeep low, account of splendid construction. The cost is lower compared to results delivered.

Send for full particulars as to price, floor space needed and power consumption.

Richardson Grain Separator Co.

15th Avenue S. E. and Winter Street
Minneapolis Minnesota

CONSTANT

← Make this your Byword during 1916

It stands for 100% efficiency in grain elevator machinery. No matter what you may need to increase the efficiency in handling grain through your elevator, we can supply it.

1915 was our best year. The large amount of elevator equipment sold by us during the past twelve months proves conclusively that the "CONSTANT" Line of grain elevator machinery is unexcelled. During 1916, we hope to sell double the amount and thus lengthen our long list of satisfied customers.

If you are confronted with any machinery problems in your plant, take the matter up with us. We are at your service.

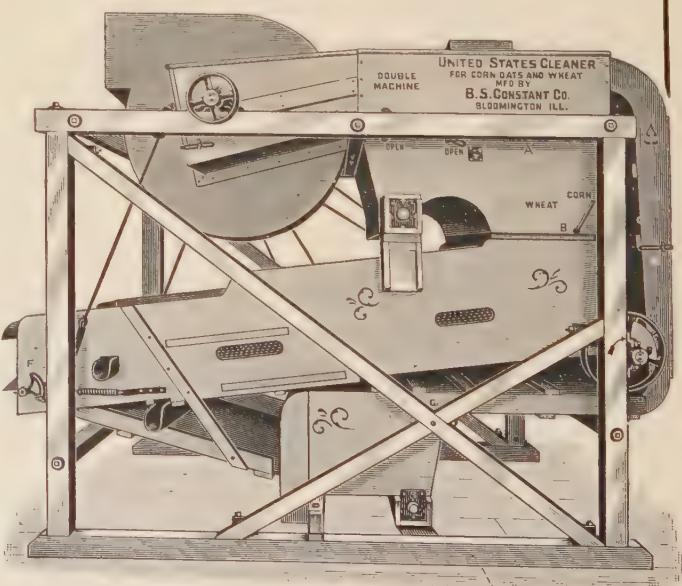
Have you our latest catalog? If not, better send for it at once.

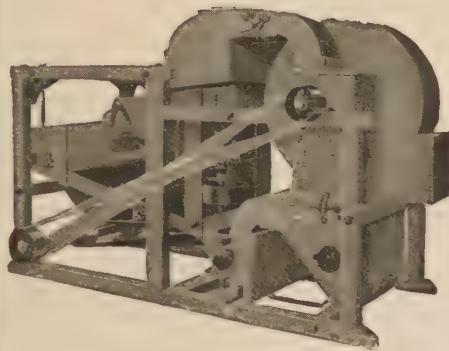
B. S. CONSTANT MFG. CO.

BLOOMINGTON, ILL.

K. C. MILL & ELEVATOR SUPPLY CO.

KANSAS CITY, MO.

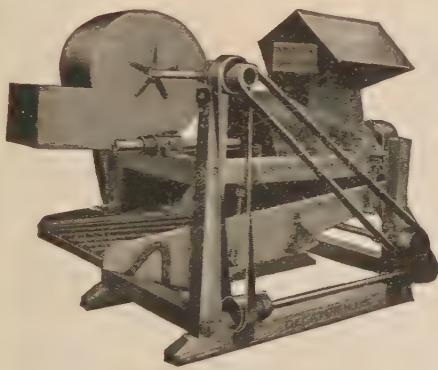




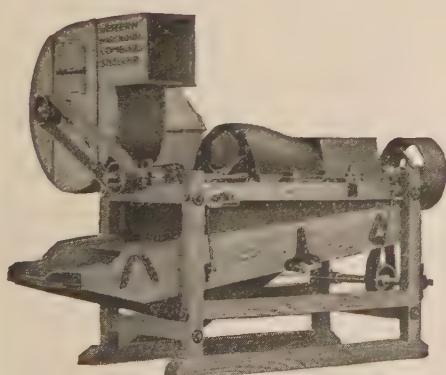
"Western" Gyrating Cleaner



"Western" Pitless Sheller



"Western" Mill Sheller



"Western" Warehouse Combined Sheller

Make a Good Start for 1916

Equip your elevator from pit to cupola with machinery that can be relied upon to give you the service you need in the profitable conduct of your business. Now that you have a new year to start on, go at it with the grim determination that your profits will be larger at the end of 1916. Install the

"Western" Line

of grain elevator equipment. We can supply whatever you may need and on short notice. Conveying elevator and power transmission, elevator heads, boots and buckets, chain drag feeders, spouting, steel legging, shellers of all kinds, cleaners, car pullers, man-lifts, pulleys, power shovels, etc., etc.

Send for our catalog today.

UNION IRON WORKS
Decatur, Illinois



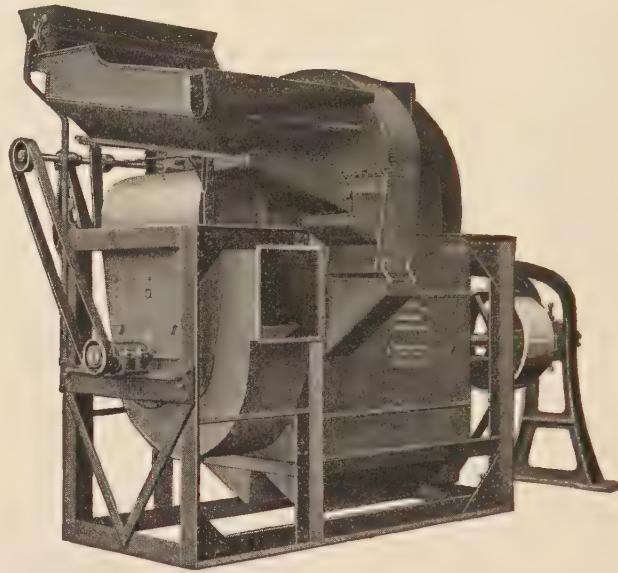
"Western" Regular Warehouse Sheller

OAT CLIPPERS



Eureka
Machinery

are of modern design



Eureka
Machinery

are of
superlative construction

Your enquiries respectfully solicited

The S. Howes Company, Silver Creek, N. Y.

*The Roller Bearing Traveling Brush
Carrier Used on the*

CLIPPER CLEANER

*is the only device that
Keeps the Screens Clean*



The No. 29 B. Seed and Grain Cleaner is unequalled for its fine work on Clover, Timothy and all fine seeds of this nature. Has four full length screens, with traveling brushes under each. Seed passes over each screen which means 4 distinct cleanings are given. Then the seed or grain is air weighed by a vertical blast governed by our special air controller. Plump grains are dropped back, and the lighter chaff and small grains are carried away. By all means investigate this machine. It should be your first step toward the purchase of a cleaner.

A. T. FERRELL & CO.
SAGINAW. W. S., MICH.

THE SCIENTIFIC

Bigger Production in Less Time

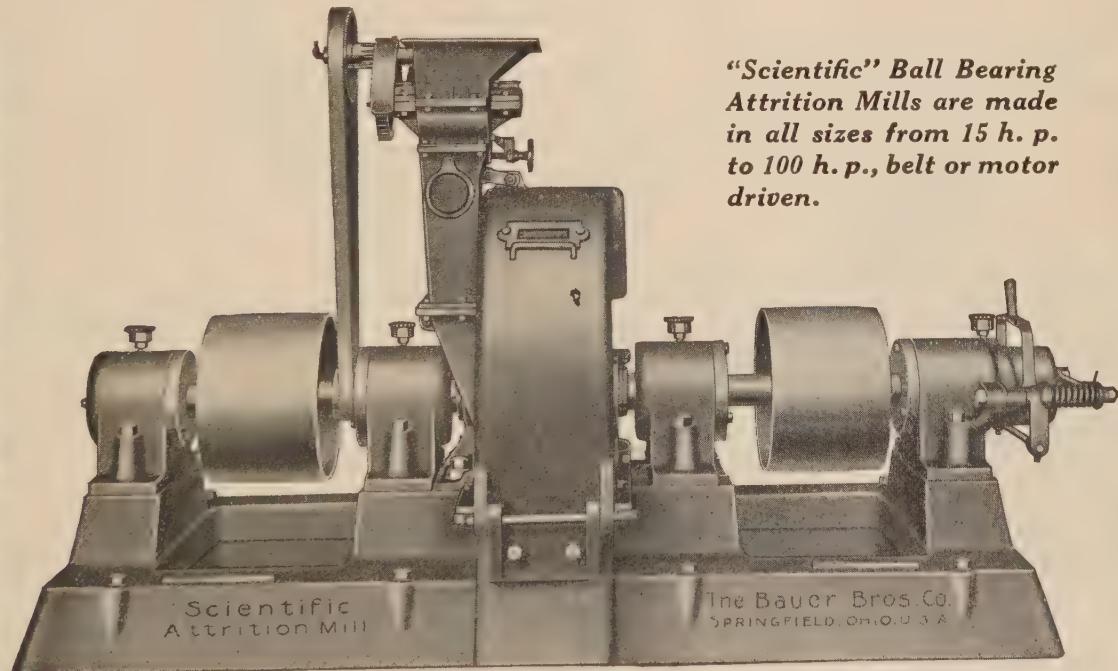
Keen competition demands that your grinding costs be cut to the limit. You've got to produce more work in less time than ever before—save on your power, oil and maintenance expense.

Have you investigated carefully? Do you know that you can

Grind It the "SCIENTIFIC" Way

—and show a bigger profit on every bushel of feed you handle.

"SCIENTIFIC" BALL BEARING ATTRITION MILLS are unequaled for uniform grinding. Every part is designed to be easily and conveniently accessible. Hundreds of progressive "SCIENTIFIC" users are showing a clean net saving of from 30 to 40 per cent on power and 90 per cent on lubricating costs.



There is a "SCIENTIFIC" somewhere in your neighborhood. Investigate for yourself just what it is doing. Write us today. We will gladly tell you where the nearest one is and give you any other information you wish.

THE BAUER BROS. CO.

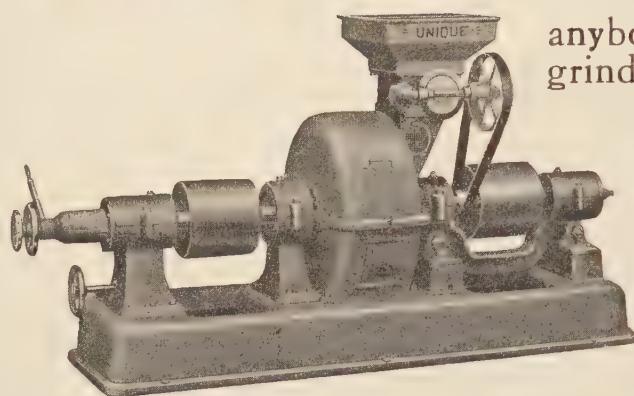
FORMERLY THE FOOS MFG. CO.

506 Bauer Bldg.

SPRINGFIELD, OHIO

THE SCIENTIFIC

WHAT'S THE GOOD OF TALKING



UNIQUE Ball Bearing Attrition Mill—Motor of Belt Driven

ROBINSON MFG. CO.,

Minneapolis, Minn.

Louisville, Ky.

E. Akron, Ohio

Main Office and Works: P.O. Box 411, MUNCY, PA.

Chicago Office: 704 Western Union Bldg., Chicago

Tulsa, Oklahoma

Boston, Mass.

Salisbury, N. C.

anybody can CLAIM greater hourly grinding capacity and SAVING of power.

Before you buy an attrition mill—ASK for REASONS why power is saved and why you get greater hourly grinding capacity—insist on getting them.

ASK US

We can give you REASONS and reasons—mind you—that will convince.

If we don't convince you, WE DON'T WANT YOUR ORDER.

You need a UNIQUE.

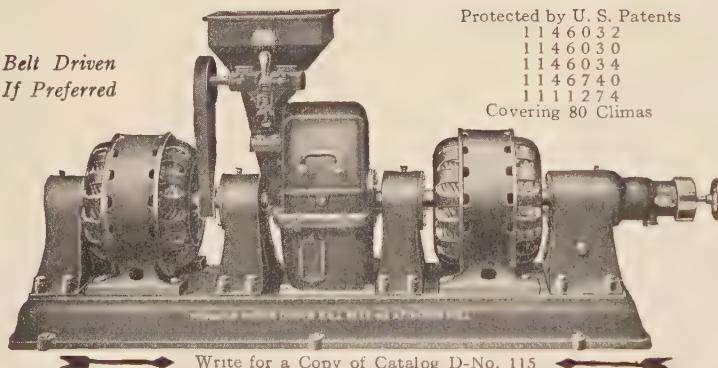
See that you write us for REASONS today.

If Your Ground Feed Is Sold On A Competitive Basis

The more you can reduce the cost of producing it, the more profit you can pocket from the proceeds of its sale.

You can place yourself in the best possible position to meet competition by reducing the cost of production and maintaining a high quality and large quantity output with

The MONARCH BALL-BEARING ATTRITION MILL

Belt Driven
If PreferredProtected by U. S. Patents
1 1 4 6 0 3 2
1 1 4 6 0 3 0
1 1 4 6 0 3 4
1 1 4 6 7 4 0
1 1 1 1 2 7 4
Covering 80 Climas

Sprout, Waldron & Company

Main Office and Works

Muncy, Pa.

Chicago Office: No. 9 S. Clinton St.

Milling
Engineers

P. O. Box No. 26

This mill in your plant means rapid and uniform grinding, pleased customers and no tramping. It means a substantial reduction of lubrication expense, the elimination of all avoidable friction losses and the shrinking of repair bills to the vanishing point.

Grinding plates are quickly and easily accessible, safety and quick release devices obviate the danger of accident to either mill or operator and general design and construction co-operate for convenience and the saving of time and attention.

Catalog D-No. 115 gives the details of this fact-backed, time-tried and test-proved feed-grinder. Your copy is waiting.



HOTEL DYCKMAN

6th Street Near Nicollet

MINNEAPOLIS NEWEST HOTEL

325 Rooms, Every
Room with private bathRates \$1.50 to \$5.00
per dayThe DYCKMAN gives more for the money
than any hotel in the Twin Cities

Headquarters for the Grain Trade.

H. J. TREMAINE,
President and ManagerGilman L. Leist
ACCOUNTANT and AUDITOR524-26 Security Bldg.
MINNEAPOLIS, MINN.Correspondence from Grain Firms
Solicited

DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.



The high quality of G-E Motors makes them the choice of discriminating buyers in every industry. Their sturdy construction and extreme dependability makes them the most economical in the end. Ask our power specialists to detail the many advantages of G-E motor drive.

Industry's
Master Workman

General Electric Company

General Office: Schenectady, N. Y.

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For Michigan business refer to General Electric Company of Michigan, Detroit, Mich.
For Texas, Oklahoma and Arizona business refer to Southwestern General Electric Company (formerly Hobson Electric Co.), Dallas, El Paso, 5870
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Houston and Oklahoma City. Motor Agencies in all Large Cities and Towns.

FOR
Safety or Economy



The only SANE, SAFE thing to do is recover the dust with all-metal fireproof

Knickerbocker "1905" Cyclone
DUST COLLECTOR

The Knickerbocker Co.,

Jackson, Michigan

SHEET METAL SPECIALISTS

NOW is the time to overhaul and repair your plant for the coming year. We can furnish all your requirements in the Sheet Metal Line.

WE MANUFACTURE

DUST COLLECTORS
BLOW PIPING
CONVEYORS

GRAIN SPOUTING
STEEL ELEVATOR LEGS
MILL and ELEVATOR WORK

No job too large for us to handle, the small ones receive the same attention. Get our figures before placing your order. All work guaranteed.

MINNEAPOLIS SHEET METAL WORKS
1528 Washington Ave., No., Minneapolis, Minn.

We are Agents for All Makes of Fans

You Ought
To Know

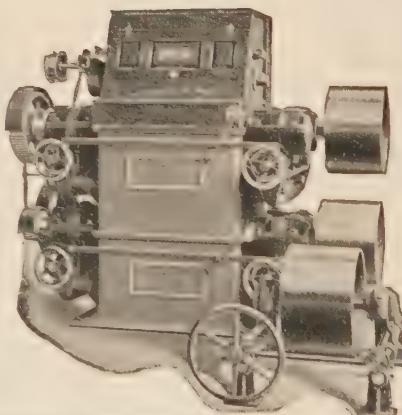
WOLF FEED ROLLER MILLS



There's something about Wolf Feed Roller Mills that wins the heartiest approval of the most discriminating buyers.

Write and ask us to explain in what respects they are famously efficient—and why you should lose no time in getting acquainted with them.

THE WOLF COMPANY
CHAMBERSBURG, PA.



MORRIS GRAIN DRIERS

USE ONLY FRESH AIR FOR BOTH DRIER AND COOLER. No dust is blown through our coils. We have an absolute even distribution of air throughout both Drier and Cooler. GRAIN IS DRIED UNIFORMLY AND COMES OUT IN BETTER PHYSICAL CONDITION than from any other Drier on the market. A good Drier is a paying investment this year.

Write us for list of users and prices.

The Strong-Scott Mfg. Co., Minneapolis, Minn.

BOWSHER
FEED MILLS

GROW
HEALTHY
STOCK

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog
and folder about the value of different feeds and manures.

The N. P. BOWSHER CO.
South Bend, Ind.



For Accurate Moisture Tests
use our Grain Dealers Air Tight Cans for forwarding
your grain samples.

ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.



GRAIN TRIERS

which will not clog or bind. Steel tubing fitted with maple pole. Point is turned of solid bar steel. Top is fitted with a bronze collar. Trier is 56 x 1 1/4 inches and has eight openings.

OTTO KELLNER, JR., 4028 So. State St., Chicago, Ill.

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book, 9 1/2 x 12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, is printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50.

GRAIN DEALERS JOURNAL
La Salle Street, CHICAGO, ILL.

Record of Cars Shipped

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

The book contains 160 pages of linen ledger paper, each 9 1/2 x 12 inches, ruled 29 lines to a page, so as to give the book spaces for recording 2,320 car loads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

Grain Dealers Journal
La Salle St. Chicago, Ill.

Do You Want

The grain trade news? Then subscribe for the Grain Dealers Journal. Twice each month for \$1.50 per year.

A Bleacher Belt without an Equal

IS THE REPUTATION

ANTISULPHO

HAS EARNED DURING
THE
PAST SEVEN YEARS

Because

IT EFFECTIVELY RESISTS
SULPHUR & ACID FUMES

IMPERIAL BELTING COMPANY

Manufacturers of Rexall Belting

Lincoln and Kinzie Sts.

Chicago, Illinois

There is a difference

between simply a belt, and a belt plus a big reputation.



Our elevator belting, in the end, gives the greatest returns on the investment. Used and approved by some of the largest elevators in the country. Estimates for equipments cheerfully furnished.

New York Belting & Packing Co.

130 West Lake Street
CHICAGO, ILL.

2nd Avenue, N., and 3rd Street
MINNEAPOLIS, MINN.

IT ISN'T AUTOMATIC

Unless It Is Type Registering

RICHARDSON SCALES ARE TYPE REGISTERING

Double Count Your Grain and

Double Swear To Your Weights on a

RICHARDSON

Richardson Scale Co.

Chicago
209 S. State St.

Omaha
State Bank Bldg.

Minneapolis
413 S. 3rd St.

Wichita, Kansas

GRAIN ELEVATOR BUILDERS

You will find

"BUILT by YOUNGLOVE"
on all MODERN GRAIN ELEVATORS
?? WHY ??

Because

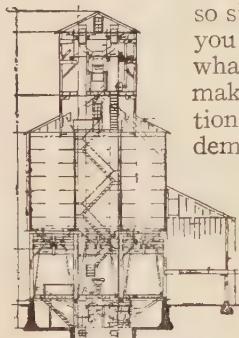
We give ALL we can for WHAT we get, instead
of getting all we can for what we give.

Repair Specialists. Scales Experted. Quick Service

Younglove Construction Co.
412 United Bank Building
SIOUX CITY, IOWA

NOT A CHINESE PUZZLE, BUT READABLE

PLANS and ESTIMATES



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

**Reliance
Construction Co.**
Board of Trade INDIANAPOLIS, IND.

Grain Elevators

of any size and any type

Designed and Built for



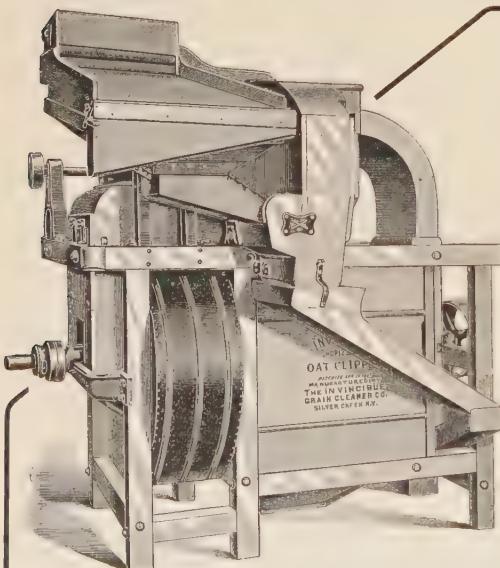
**Safety,
Economy,
Utility**

THE
**3 AMERICAS
CO.**

Builders of
Better
Elevators

122
S. Michigan Av.
CHICAGO

Tell us what you need for your elevator
and we will tell you where to get it.



NEOLA ELEVATOR, KANSAS CITY, MO., HAVE
JUST PLACED A No. 10 INVINCIBLE

Make Your Bushel of Oats Weigh More

and increase your profits by clipping your grain on an

INVINCIBLE OAT CLIPPER

Successful dealers who handle oats and other grain in quantities, invariably add a clipper to their equipment. Clipped oats, besides running heavier to the bushel, bring better prices. Our machine not alone clips your oats off the long end, but also removes all dust and brightens up your grain. It puts your oats in condition to grade higher anywhere and at all times.

Don't pay freight on filth and waste.

Write for further details and prices.

INVINCIBLE GRAIN CLEANER CO.

Dept. 4, Silver Creek, N. Y.

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Philadelphia, Pa., 25 S. 61st St., C. Wilkinson
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San Francisco, Cal., 17th & Mississippi, W. King,
Pacific Coast Representative

Grain Dealers' Scale Tickets—Book No. 51

This scale book contains 100 pages 5x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds. Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. When the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds. Net.....bushelspounds, Price, Dollars and Fees. It is printed on manilla paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL.

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by your attention—the benefits
are yours. Mention The

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Bowling Green, Ohio
Designers and Builders of
Fire Proof Grain Elevators
and Drying Houses

G.H. Birchard
Contractor of Grain Elevators.
Especially Designed for Economy
of Operation and Maintenance
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ERECTS ELEVATORS
FURNISHES CORN MILLS
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ELEVATOR
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“HAVE IBBERSON BUILD IT”
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D. F. HOAG & CO.
Designers and Constructors of
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202-4 Corn Exchange, Minneapolis

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Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.



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Grain Elevators, Mill Work

Let Us Make Your Plans
OUR EXPERIENCE IS MONEY TO YOU—WHY NOT HAVE IT?

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ARE Being Built and
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Give Your Ad a Chance to
MAKE GOOD
Run it in the
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To interested parties in the Southwestern Territory, this booklet giving the complete costs of Thirty-eight Country Elevators.

Mailed to other parties on receipt of 50c.

WHITE STAR COMPANY
Builders of Good Elevators

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Owners of The Pelkey Construction Co.

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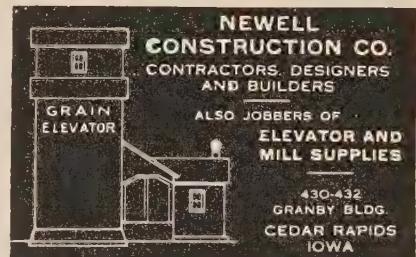
We build all kinds of

**GRAIN ELEVATORS
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Figuring with us is money to you.

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Write us for plans and estimates
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FORECAST 18 HOURS IN ADVANCE

A new instrument which combines an accurate thermometer and a reliable barometer.

Invaluable to the shipper and the farmer and to everybody who must be able to know in advance what the weather will be.



FORECASTS WEATHER
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Ideal for Summer Homes and Cottages, Automobiles and Travelers.

Formerly sold at \$3.00

NOW \$1 SEND US NO MONEY

Send your order and Weatherometer will be sent by Parcel Post, C. O. D. \$1 bill can be enclosed if you prefer.

Guaranteed to be Satisfactory.

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WITHERSPOON-ENGLAR CO.

Built this Daylight, Fireproof Milling Plant for the Southwestern Milling Co., Kansas City, Kans.

Capacity, 400,000 Bus.—400 Bbls.

Electrically Driven and Modern in Every Respect.

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MILLS AND ELEVATORS



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Western Maryland Ry. Elevator,
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PLANS—SPECIFICATIONS—SUPERINTENDENCE
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Modern Fire-proof Grain Elevators

The building of the elevator shown is the last word in Elevator Construction.

Each part designed by a Specialist.

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The combined experience of these men we extend to you.

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When Better
Elevators are
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Ask those who have them

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THE CHEAPEST Elevator in the End is Steel Construction

When Built Right



It Does Not Burn.
It Preserves the Grain.
It Does Not Crack.
It Saves Insurance.
It Has a Large Salvage Value
if taken down.

LET US FIGURE WITH YOU
MINNEAPOLIS STEEL & MACHINERY CO.
29th Street near Lake Minneapolis

WE KNOW HOW
TO BUILD THEM RIGHT

Canadian Government Grain Elevator
Port Arthur, Ontario

Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

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OFFICES { FORT WILLIAMS, ONT.
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C. & N. W. RY. Calumet Terminal Elevator
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Now under construction. Total Capacity of Completed Plant: 10,000,000 Bushels. To be operated by the Armour Grain Company of Chicago.

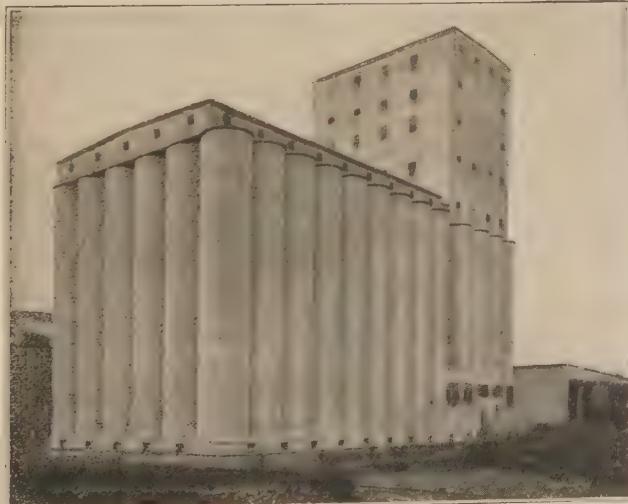
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GRAIN ELEVATOR ENGINEERS

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THE GIRARD POINT ELEVATOR
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CAPACITY — 1,110,000 BUSHELS
The Most Rapid Handling Grain
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1,000,000 Bushels Capacity
BUFFALO, N. Y.

Absolutely Fireproof—Electrically Driven

Built for
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Grain is actually improved by its passage through a

MATTOON CAR LOADER AND GRAIN CLEANER

The grain being carried by a regulated air force, naturally the lighter matter such as chaff, dust and straw would be carried out by the spent air, and the clean grain lodge in the car.



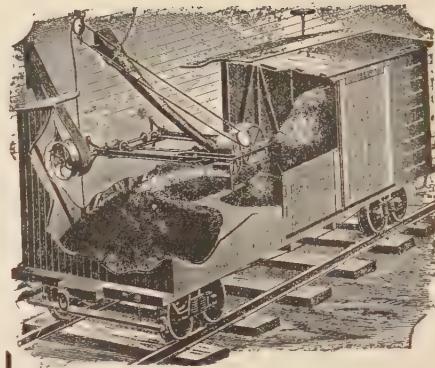
Send for full particulars today

Mattoon Grain Conveyor Co.
Mattoon, Illinois

Grain also traveling in a cool air current would naturally become cooled.

The loading spout travels continuously in a semi-circle. This insures even distribution and perfect stirring of grain.

Bear in mind that the Mattoon unlike any other, loads the car to full capacity, does not mill or crack the grain, is strong, durable and works automatically.



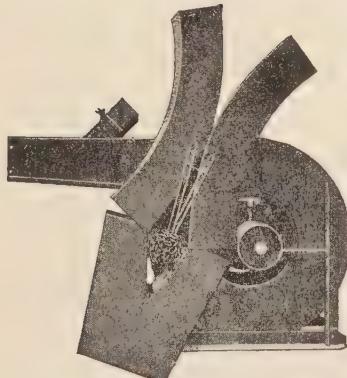
9,000 BUSHELS PER HOUR

is the guaranteed capacity of our largest size car loader. This size for large elevators. They are made in smaller sizes for smaller elevators. They are called

The Champion Car Loader

Grain passing through the rotating device is brightened. They remove dust. For further particulars and prices write

E. BAUDER, STERLING, ILL.



No Need to Scoop Grain

Bucklin Co-Operative Assn., Bucklin, Kansas, says: "Best loader on market."

CANNOT injure the tenderest grain. Every car loaded to full capacity without shoveling. It is the one best method ever devised for loading grain into cars. Get complete catalog today.

If you have a Grinder you need a

Boss Cracked Corn Grader and Separator

Rotary Type—no vibration. Beautiful work. Low price. Catalog and samples upon request. Most every elevator can make the poultry feed business a big paying side line.

MAROA MFG. CO.
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DID YOU EVER MAKE A NEW YEAR'S RESOLUTION?

I, The Automatic Dump Controller, resolve, that 1916 shall be the most satisfactory year, both in Service to my Trade, as well as Profits to my Inventor.

In order to accomplish and keep this Resolution, it will be necessary to have the hearty co-operation and support, of each and every one of my many friends.

ARE YOU WITH ME?

Circulars upon request.

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523 Board of Trade Bldg.
Indianapolis Indiana



WILFORD Cleaner and Separator is installed in the new WESTERN MARYLAND ELEVATOR

and other large Baltimore grain elevators.

It has a screening surface 9'x12' long. Capacity of three screens is 35,000 bushels in ten hours. The machine will give four samples of screenings and one sample of dust.

Write for full particulars.

A. WILFORD & CO.
1422 Hull Street
Baltimore, Maryland

Sure Death to Rats BY USING OUR "RAT SWAT"

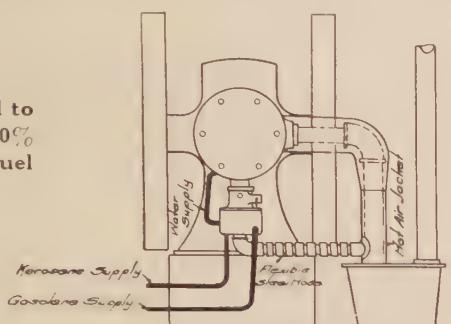
Rat Swat is sold under our guarantee to rid your building of these pests or your money back, if used according to directions. One package covers 3,000 feet. Price \$3. Send for booklet.

S. O. S. CHEMICAL CO.
1509 Walnut St., Kansas City, Mo.

ECONOMIZE Install an Oil Saver

This means install a Carburetor that successfully burns coal oil and saves over one-half the fuel expense.

Guaranteed to
Save You 50%
of Your Fuel
Bill.



Price of Gasoline Increased

but this does not mean for you to throw your gasoline engine away or trade it in on a new one at the price of junk. Keep the old engine and attach an AMERICAN KEROSENE CARBURETOR and run it on oil.

A Letter From McCardle Grain Co., Terhune, Ind.

"We ran our engine 17 hours, shelling tough corn, and only used 22 gallons of oil. Our elevator man has run this engine six years and says it would have taken 30 gallons of gasoline to make the run. Your Carburetor saved me \$3.50 on this run."

You will have the same experience as McCardle. Learn more about this carburetor, write for descriptive circular.

THE AMERICAN CARBURETOR COMPANY
FRANKFORT, INDIANA

GENUINE CRUDE AND FUEL OIL ENGINES

Operate successfully on cheapest fuel oil.
Sizes 10 to 75 H. P. Stationary only.

MUNCIE OIL ENGINE CO.
Muncie, Ind., U. S. A. 1215 Jackson St.

KENNEDY AUTO STORAGE COVERS



To meet the need of an inexpensive and efficient cover for automobiles while in dead storage we are making a paper cover, which is proving the right thing for this purpose. These covers are made of strong, heavy paper, properly reinforced to prevent tearing. They protect the car against dirt, dust and moisture and will prevent the polished portions from tarnishing and the finish from checking in cold weather.

We make them in four sizes:
7 PASSENGER FORD SPECIAL
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Grain Dealers can handle a few of these covers and make a good profit on them. Further information on request.

THE KENNEDY CAR LINER & BAG CO., Shelbyville, Ind.
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If Your Business
isn't worth advertising
advertise it for sale.



Tanked Fuel Is Cheaper!

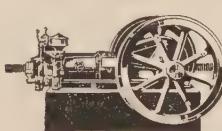
There are four primary reasons for this:

1. Gasoline and similar fuels have roughly from $1\frac{1}{2}$ to 2 times the *heat value* of coal.
2. Therefore, every other condition being equal, they do $1\frac{1}{2}$ times to twice the work for the same volume of fuel.
3. But the prime movers in which these fuels work are far more efficient than steam engines of the same power output; therefore, the relative power output becomes even greater.
4. And the elimination of a boiler plant, with its expensive labor and high coal and ash handling charges, *cheaps* the tanked fuel further.
5. Additional economy here. There are over 100,000 OTTO internal combustion engines now in use—and among the many reasons for this is their continued record of exceptionally low fuel consumption.

Full engineering data, and other information that will enable you to judge whether or not OTTO engines using these fuels would be the most economical power source for your conditions will be furnished on request.

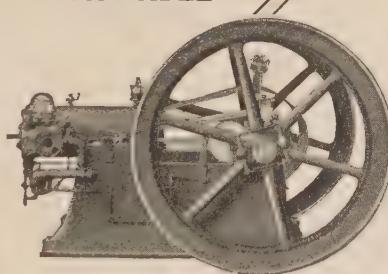
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The Otto Gas Engine Works
Main Office and Works—Philadelphia
15 and 17 South Clinton Street, Chicago



Otto
Gasoline and Gas
Engines

OPERATED ON FUELS ALWAYS OBTAINABLE



8 to 160 H. P.
Oil—Gas—Gasoline

MONEY—

Invested in a **CHARTER ENGINE** brings 100% returns in power, service and reliability. We are doing it for others—why not you?

WRITE NOW

Charter Gas Engine Co.
Incorporated 1871
60-80 Wallace Street, STERLING, ILL., U. S. A.

A Car-Mover that Stands the Test
NEW BADGER
FREE
For 30 Days

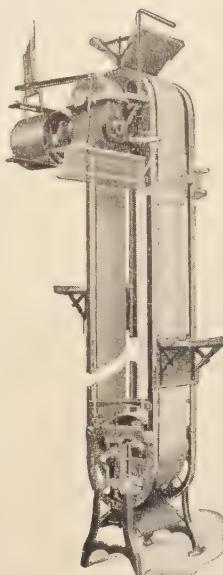


We will send you a New Badger Car-Mover for thirty days free trial and if it does not meet with your approval return it. We pay the freight both ways. If you keep it you are to send us \$5.00.

We would not make such an offer were we not sure that this Car-Mover would stand the test. It has been on the market for a long time and has always met with the approval of its users.

Drop us a post card and ask us to send you the New Badger for thirty days' free trial.

ADVANCE CAR-MOVER CO., APPLETON, WISCONSIN



THIS IS THE
Employee's
Elevator

used in the new One Million Bushel Fire-proof Terminal Elevator of the Western Maryland Railroad Co. shown and fully wrote up in the December 25th issue.

"The HUM-PHREY" is the Original and Standard (Belt Man Lift).

NUTTING TRUCK CO.

Sole Manufacturers

FARIBAULT, MINN.

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt of
price; or on trial to responsible
parties. Has automatic valve and
fine sponge.

H. S. COVER
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**Gerber Spouting
Has No Equal**

The Patent Flexible Chain Telescope Car Loading Spout is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of special metal. Every spout guaranteed as represented.

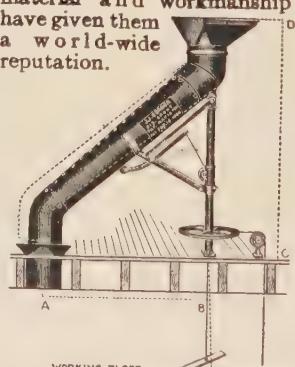
Don't accept those "almost as good." For satisfaction, get the genuine, made by

J. J. GERBER

MINNEAPOLIS

**The Latest Improved
Distributing Spouts**

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.



Don't accept those "almost as good." For satisfaction, get the genuine, made by

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TONS to Dollars and Cents

Shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. Well printed on good paper, and bound in cloth; margins index. Size 4 $\frac{1}{2}$ x 8 $\frac{1}{2}$ inches, 110 pages. Price \$1.00.

GRAIN DEALERS JOURNAL, 315 So. La Salle St., CHICAGO, ILL.

SAVING LOST MOTION
is the object of Hall devices.

Elevating spilled grain over and over and bruising it; lifting unfilled cups; moving unfilled belt spaces; are lost motions obviated by installing a

HALL SPECIAL
(Elevator Leg)

Separating grains that have become mixed; or shipping mixed grain to market is lost motion that is saved by using a

HALL SIGNALING DISTRIBUTOR

Hall Distributor Company, 222 Range Bldg., Omaha, Nebraska

SAVING MONEY

is very easy by using Tester Friction Clutches on your line shafts and machines. You then only operate such shafts and machines as are really needed.

Tester Clutches means cutting out the waste and saving money, power, trouble, time and temper.

Get Our FREE BOOKLET

Decatur Foundry, Furnace & Machine Co.

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DECATUR, INDIANA

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS.

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

Grain Receiving Register

This book is designed to facilitate the work of the country grain man in keeping a record of wagon loads of grain received.

At top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each book has 120 pages, 8 $\frac{1}{2}$ x 14 inches, and each page 41 lines, making each book contain spaces for records of 4,920 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. Order Form 12AA. Price \$1.50.

GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago, Ill.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

ELEVATOR and small coal business for sale. Eastern Nebraska. Address F., Box 1, Grain Dealers Journal, Chicago.

WEST CENTRAL MINNESOTA 30,000-bu. elevator, coal, flour and feed business for sale. For particulars address Auto. Box 10, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO Elvtd. & coal business \$15,000.00. No trades. Do not write unless mean business. Address WIL, Box 11, Grain Dealers Journal, Chicago.

RIVERSIDE Elevator and Warehouses, Memphis, Tenn., between the Frisco and I. C. tracks; near business center and all freight depots; capacity 300 cars. Webb & Maury, Memphis, Tenn.

WESTERN ILLINOIS two elevators for sale, located on C. M. & St. P. in good rye, corn and oat territory. 75 cars shipped this year. Forced to sell on account of ill health. E. Humphrey, Cordova, Ill.

KANSAS The only elevator in town of 3,000. Business includes grain, flour, feed and coal. Price \$6,000. Some time on part. Lots of corn and wheat in farmers hands. Address Stone, Box 12, Grain Dealers Journal, Chicago, Ill.

MODERN ILLINOIS Elevator; handles 200,000 bu. grain and 1,500 tons of coal annually. An excellent business, best of competition. A better proposition than is usually put on the market. Address Son, Box 1, Grain Dealers Journal, Chicago.

NORTHERN ILLINOIS iron clad, cribbed elevator in good territory. Capacity 10,000 bus., electric motor, up-to-date construction. A one man plant. Coal and feed business can be obtained. Address Wakefield Grain Co., Waterman, Ill.

HALLOWAY, MINN. 25,000 bushel capacity Stone Foundation Cribbed Grain Elevator for sale. Dump scale, Brick engine house. All strictly modern and in good repair. \$2,500.00 to quick buyer. For particulars address MIGHT, Box 11, Grain Dealers Journal, Chicago.

FOR SALE Central Illinois Elevator on I. C. R. R., 50,000 bus. capacity. Steam power, 7 dumps, sheller, cleaner, hopper, scales; good grain station; large crops; fine coal trade; good competition. 4 churches, good schools. Price \$11,000.00. Address Central, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE Three elevators in Wisconsin, one located on C. & N. W. Ry., and C. M. & St. P. Ry. and other two on C. & N. W. Ry. Good paying proposition all year. Flour, seed and staples are jobbed in connection to the retail grocers. Reason for selling surviving partner retiring from business. Address XO, Box 12, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—For sale modern cribbed iron clad elevator; concrete foundation, 2 legs, 15 horse Fairbanks-Morse Engine; automatic scale, gravity loader, Hess cooler and cleaner on outside elevator. 9 cribbed and hopped bins, capacity 50,000 bus. Business 350,000 bus. a year. Best elevator in McLean Co., Ill., all on private ground on 2-1/2 miles from Chicago. 2-room office and Fairbanks-Morse Scale Address Grain, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

TWO ELEVATORS located on P. H. Ry. in Southwestern Ohio. Address J. & J. Leas, West Manchester, Ohio.

EASTERN OKLAHOMA—Two elevators, good locations. Address Member, Box 9, Grain Dealers Journal, Chicago, Ill.

SOUTHERN KANSAS Elevator for sale. Only one in good grain territory. Write for particulars to James, Box 1, Grain Dealers Journal, Chicago.

FOR SALE—Elevator 15,000 bu. capacity, and 100 barrel capacity roller mill, both on same location. Modern and fine shape. In good grain center. Newcomer, Adair, Okla.

OHIO elevator for sale, modern up-to-date; cap. 35,000 bu; coal and feed; good grain territory; good reason for selling. Address Nelson, Box 12, Grain Dealers Journal, Chicago, Ill.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

SOUTH DAKOTA—For Sale—Three elevators on the Great Northern Railway. About 140,000 bu. a year average. In the most fertile part of South Dakota. Address Box 454 Sioux City, Iowa, for particulars.

NORTHWESTERN OHIO Elevator, 10,000 capacity, electric power, large warehouse in connection, coal, feed and hay, good territory and doing big business. Address Waters, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—12M bu. Elevator with coal and other side lines. Studded houses, two dumps, three stands of elevators. Automatic scales, steam power; on private ground. Price, \$6,000. Address A. J. McFadden, New Waverly, Ind.

CHAMPAIGN CO., ILL., ELEVATOR FOR SALE. In small town, 35,000 cap. two dumps, two stands of elevators, rope drive, two loading spouts, gas eng., good office and wagon scales. No competition and receipts for past three years average nearly 200,000 bu. annually. Big crop to handle now. Good coal business in connection. Address James M. Maguire, Campus, Ill.

CENTRAL IOWA iron clad 25,000 bu. Elevator for sale. Equipped with sheller, cleaner, two 10 horse motors, track scales, under shed, also warehouse 54x80, equipped with motor and grinder. Large three-room office, new Howe wagon scale. This plant is located on private switch and faces a paved street in one of the best towns of 15,000 in this section. Sickness and to close up a partnership, reason for selling. Address R. Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

I ALWAYS HAVE a fine line of elevators listed to select from and if you will write, wire or phone me, I will be glad to meet you and go over them with you. I am sure I can please you and will be glad to have your inquiries. James M. Maguire, Campus, Ill.

ELEVATORS WANTED.

WANTED to buy an elevator either in Central Kansas or North Central Oklahoma. P. Lorenz, Cordell, Okla.

HAVE 80 acre farm in Central Illinois to trade for good 12,000 to 20,000 bu. elevator in good locality. Address W. F. Wilbourn, Olive Branch, Ill.

WANTED an elevator in good grain section in exchange for 200 a. No. Wis. land in fruit and dairy section. \$20 per a.; incumbrance \$1,000. R. P. Roberts, 4909 Upton Ave. So., Minneapolis, Minn.

TO EXCHANGE Well located Iowa stock farm of 334 acres, for an elevator and grain business in west or north. For further particulars address Howard Tedford, Mt. Ayr, Iowa.

TRADE FOR AN ELEVATOR, 3 lots on corner in good town of 500 in South Western Neb. Brick garage on rear of lots, 38x50. Address Farmer, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED good Iowa elevator on C. N. W. Ry. or other good road. Want a business of 250,000 or upwards. Advise location and what money will buy it. John, Box 12, Grain Dealers Journal, Chicago.

HAVE an 80 acre farm in Livingston Co., Ill., valued at \$18,000, whose owner will exchange for an elevator worth from \$6,000 to \$10,000. Also 160 acres in Kankakee Co., Ill., valued at \$20,000 to exchange for an elevator. James M. Maguire, Campus, Ill.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

SOLICITORS' SIDE LINE.

WANTED men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address W. B. Granger, 507 Traders Bldg., Chicago, Ill.

SIDELINE SALESMEN wanted to handle the TOLLOMETER; reduces and checks telephone tolls; widely used by grain trade. A live wire can make \$25.00 extra per week. The Tollometer Selling Corporation, Forestville, Conn.

INFORMATION BURO

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

On the other end of the Journal's "Wanted—For Sale" columns you will find 6,500 grain dealers anxious to know what you have for them.

The GRAIN DEALERS JOURNAL.

MILLS FOR SALE.

FEED MILL for sale doing a good business. Owner has ill health and will sell at a bargain. M. E. Busler, Roanoke, Indiana.

A BRICK flouring mill of 50 bbl. capacity, located in Perrysville, Ind. Terms easy. Apply to B. O. Carpenter, Perrysville, Ind.

FOR SALE—A 50 bbl. mill in good running order, 10 acres of ground goes with it. Water or gasoline power. A bargain, if taken at once. For further particulars write Geo. W. Olson, Cedar, Kansas.

FOR SALE 50 bbl. Roller Flour and feed mill with 10,000 bu. elevator in good wheat and feed section of Wisconsin. Oil Engine for power in good running order and on side track of R. R. Address J, Box 1, Grain Dealers Journal, Chicago.

FOR SALE—A two-break, four-reduction, "Richmond" Reel Flour Mill, never-failing water power, power enough for 2 or 3 such mills. Located in one of the finest farming valleys in Western Kentucky, near main line of I. C. Ry.; running and in good condition. Reason for selling: owner has other business which occupies all his time. For full particulars address The Grain Machinery Co., North Vernon, Ind.

MILLS FOR RENT.

FOR RENT a Modern mill located in Covington, Ky. Capacity 175 bbl. daily, and 25 tons corn meal. Power, gas engine. Rate of gas 30c per thou. Excellent shipping facilities. If interested address us and terms will be mentioned upon inquiry. Nordmeyer & Berding, Covington, Ky.

FERRETS.

EXTERMINATE your rats. Ferrets will do it for you. Write us at once for free catalogue and get rid of them at once. N. A. Knapp, Rochester, Ohio.

BUSINESS OPPORTUNITIES.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

FOR SALE good running Mill and Elevator in Central Indiana. Electric power. Fine chance for man with sons to help him. Coal business alone will pay all expenses. Good wheat and corn country; town 2,000; no other in town. Write for information. Address A. U., Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Finest Grain and Milling proposition in Central Kansas. 100 Bbl. flour mill with Corn roll. Modern machinery, thru-out "Nordyke & Marmon." Both steam power and water, 12 foot head both in good condition. Mill running every day and doing a good business. Let us prove to you this is a money maker for cash. Address Graham, Box 11, Grain Dealers Journal, Chicago.

KANSAS—First class Mill and Elevator for sale. Flour mill 175 bbl.; 40,000 bu. Cribbed Elevator. Both mill and Elvtr. lined all over with steel. Large brick boiler and engine room; 200 h.p. Corliss engine; 150 h.p. Atlas boiler plant; track scale. In good town, on two railroads, fully equipped, ready to run; on private land. No better wheat belt in the state. Same is all clear of incumbrances; \$8,000 cash will buy this with a \$3,000 note payable in two years. A bargain in a mill for someone who understands milling. Am no miller, and not able to get my sons interested to take it. Address Kaffir, Box 1, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

POSITION WANTED as traveling grain solicitor or manager of grain elevator. Experienced, A1 references. Address Dell, Box 5, Grain Dealers Journal, Chicago, Ill.

POSITION wanted as Manager Farmers Elvtr. or agent for line house. References furnished by present employer. Ben Longbonds, Milmine, Ill.

POSITION WANTED as Manager Farmers or Line Elevator. 11 years experience. Understand book-keeping. A1 references. Fred F. Current, Kewanee, Ill.

WANTED POSITION as Manager of Farmers Elevator. 10 years experience. Understand book-keeping; can furnish A1 references. Address H, Box 12, Grain Dealers Journal, Chicago.

WANTED—Position as manager of elevator or as grain solicitor. Ten years' experience. Know grain and seed. Keep books and give bond. Address Worth, Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION as Manager of Country elevator for Line Co. Have had 3 years' experience and can furnish best of references. For particulars address Jean, Box 10, Grain Dealers Journal, Chicago.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

POSITION WANTED as Elevator Manager and Operator, or second man at fair salary. Thoroughly experienced; can handle any part of the work, and not afraid of work. Address Kind, Box 11, Grain Dealers Journal, Chicago.

WANTED position as Supt. of Terminal elevator, or solicitor for good grain commission firm. Have had 13 years' experience in grain business and can furnish references. Address Iowa, Box 8, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as Manager of Elevator; 20 years' experience in Elevator and Milling business. Can furnish best of references as to character and ability. Address E. M. C., Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION in grain business. Can buy grain and make contracts that will hold. Understand all kinds machinery. Can furnish best references. Also handle coal. Not afraid of work. Address Harry, Box 6, Grain Dealers Journal, Chicago.

WANTED position as Manager by a high class independent grain man and lumberman. Good farmer's elevator preferred. Thoroughly experienced. Good references and bond. Married and family. State terms. Address Bain, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED position as Manager of elevator for Line or Independent Co. Several years experience in this line; 24 years married; high school and business college education; can handle any set of books. Gas engine expert. At present employed; can leave on short notice. Salary \$80 per Mo. to start. Early Ogg, Ocoya, Ill.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANTED POSITION Manager of line elevator or private firm. 4 yrs. experience as Manager. 30 years old, married. Can furnish Bank references. Address Brown, Box 11, Grain Dealers Journal, Chicago.

WANTED position as Mgr. Farmers Elvtr., good station, handling 200 cars or more a yr. Emp. at present, but can change on 30 days notice. Address Arthur, Box 12, Grain Dealers Journal, Chicago.

SITUATION WANTED as manager of elevator, 21 years in grain line, duly posted in buying and selling; good book-keeper and fully understand business. Address WB, Box 9, Grain Dealers Journal, Chicago.

SITUATION WANTED as Manager of a country elevator or as traveling solicitor for a live grain commission house. Have 10 years successful experience as manager of a co-operative elevator. I. S. Henjum, Hartford, S. D.

WANTED position as Manager Farmers Elevator, or good Line Co. Have had 15 yrs. experience in grain, live stock and coal. Can talk some German. References, and take job on a few days notice. Address Ted, Box 1, Grain Dealers Journal, Chicago.

SITUATION WANTED by young man 24 years of age in elevator or corn mill, as manager or some other responsible position. Life time experience and acquainted with all business transactions. Ali references and character unquestionable. Salary commensurate with location and position. Address AM, Box 1, Grain Dealers Journal, Chicago.

HELP WANTED.

WANTED Experienced, hustling grain cleaning machinery salesman. Address Special, Box 1, Grain Dealers Journal, Chicago.

WANTED Manager for small country elevator, lumber yard and small grocery store. Must be familiar with Northern Illinois territory. Address Holcomb-Dutton Lumber Co., Sycamore, Ill.

A LONG established and substantial grain firm wants a man who understands rates and the merchandising of grain to millers and feeders at a terminal market. To such a man we will give salary and share of profits, and if he proves capable, will later buy him a membership and allow him to acquire some stock in the company. An exceptional opportunity. State experience. Address Business, Box 12, Grain Dealers Journal, Chicago.

WANTED A thoroughly sober, industrious and capable man for taking charge of the manufacturing end, also to be conversant with selling end of a Molasses and Poultry Feed Business. No Has-Beens need apply. Plant being arranged for turning out about 10 cars of molasses and poultry feed of the very best grades per day. Advise present position, full qualifications, age and references, also grain desired. Address Geo., Box 1, Grain Dealers Journal, Chicago.

Don't get "down in the dumps" and be discouraged because you have no position. What you need is a Journal Want Ad. There is a Job for you and do not forget it. There is a job for every man of industry and good habit. The Journal reaches the man who is looking for you and tells your case to him. No other method is so good for getting a job in the grain line. No other method converts discouragement into encouragement so quickly?

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal..

MACHINES FOR SALE.

TWO Pinz & Rau No. 139 Perfection Dust Collectors in first class condition. Address Tamms Silica Co., Tamms, Ill.

MONITOR Dustless Compound Bean and Pea Separator No. 4 in good condition. Bargain at \$50. C. A. Stockmeyer, Caseville, Michigan.

FLOUR MILL to be dismantled. 100 bbl. cap. Machinery and equipment to be sold; 80 h.p. Corliss engine, corn sheller, feed grinder, etc. J. C. Van Slyke, Elmore, Minn.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

FOR SALE One No. 40 Owens Grain Cleaner with full set of sieves in good condition. One 100 bu. hopper scale used very little. No use for them. Address Thompson Farmers Elevator Co., Thompson, N. D.

Can save and make money for you.

Entire line of remodeled guaranteed 2nd hand machinery must be sold within 30 days. Any size or make. Single and Double Head Attrition Feed Grinders and Corn Crackers. Single and Double 2 and 3 Pair High Roller Mills, Reels, Packers, Grain Cleaners, for all purposes. Boilers, Motors, Water Wheels, Burr Mills, Crushers, Shellers, etc. Can supply any thing new or 2nd hand for Flour or Feed Mill, Grain Elvtr. etc. Satisfaction guaranteed. Write for prices at Once.

George J. Nott,
9 South Clinton St., Chicago, Ill.

96% EFFICIENCY IN CRACKING CORN.

Our Method—We have devised a new method for making cracked corn which will give you 96% efficiency and at the same time give you a product that is even and unexcelled in quality. In fact, we steel cut every kernel of corn instead of grinding them, which eliminates the fine or undesirable product to 4 per cent. Our method is not only for corn but is adapted for Wheat, Rye, Barley, Rice, Peas, Kaffir Corn, etc., also cutting the grains to any degree of fineness desired.

By using our special corrugation we increase your capacity 25% more than at present, with 20% less power and give you a finished product superior in every detail.

It pays for itself—Taking into consideration the power saved, the increase in capacity afforded, the extra quality in product made, and finally the elimination of almost all of fine material created under the old way (which sells for less than cracked corn) means that our method will pay for itself in a short time.

Under the old way, a cracked corn separator is necessary, but with our method for general work, this machine is not required.

The results already stated will save you money on each bushel of corn, also the extra quality of product your customers receive will please them to the end of satisfaction, which will mean more sales, larger sales and finally greater profits; taking this into consideration no wide awake, energetic feed mill operator should lose any time in investigating our method. Write for information at once stating the kind of mill you now use for cracking corn.

Samples of cracked corn made by our method will be sent to any one upon request.

B. F. GUMP CO.,

431 to 437 So. Clinton St.

Flour Mill and Elevator Machinery.
Chicago, Illinois.

Journal "Wanted—For Sale" ads will put you in touch with people who are "Necessary to your prosperity."

ENGINES FOR SALE.

FOR SALE cheap, one 12 h.p. gasoline engine, used very little, in A-1 condition. S. P. Oslund, Cokato, Minn.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

SCALES FOR SALE.

ONE Richardson 3 bu. Automatic Scale, or Corn Chop Scale, \$150. Howe Scale Co., 409 N. 4th St., St. Louis, Mo.

FIVE TON Howe, ball bearing wagon scale. Weighs accurately, \$50.00; f.o.b. Markle, Ind. J. F. Plice.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

OVERSTOCKED with Refitted Dormant and Wagon Scales. Write for special price. State size, capacity and style; Condition guaranteed. Also new scales for every purpose. Howe Scale Co., 409 N. 4th St., St. Louis, Mo.

FOR SALE.

4 ton Fairbanks 14x8 \$50.00.
4 ton Howe Compound Beam 14x8 \$75.00.
8 ton Fairbank Compound Beam 18x9 \$50.00.

6 ton Howe Compound beam 22x8 \$65.00.
Above scales fitted with new knives, and bearings.

Omaha Standard Scale Co.,
513 S. 12th St., Omaha, Neb.

STEAM ENGINES, BOILERS.

FOR SALE One boiler 16' by 54", 34—4" tubes; One 9x16 Brownell Automatic Steam Engine, water heater and feed pump. Cheap for quick sale. O. Klepinger, Ingomar, Ohio.

DO IT NOW

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—Enclosed find One Dollar and Fifty Cents for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of Firm _____

Capacity of Elevator _____ Post Office _____

bus. _____ State _____

SECOND-HAND BAGS AND BURLAP.

WHEAT BAGS FOR SALE.

5,400 second hand cotton bags at 11c each f.o.b. St. Louis, any quantity. Foell & Co., 123 Market St., St. Louis, Mo.

GRAIN AND SEED BAGS.

Do not make spring contracts for bags until you write me. Inquiries solicited at any time.

Wm. A. Berry, Agent Royal River Mfg. Co., Palace Bldg., Minneapolis, Minn.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheetings, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

DYNAMOS—MOTORS

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamics—Motors" columns of the Grain Dealers Journal, Chicago.

SAFE FOR SALE.

LARGEST stock and lowest prices on rebuilt and new fireproof safes. Exclusive agents Hall's Patent Safes. Write to-day. Howe Scale Co., 409 N. 4th St., St. Louis, Mo.

What have you?

FOR SALE

An Elevator
Machinery
Seeds

Do you want?

An Elevator
Machinery
Position
Partner
Seeds
Help

Grain Dealers Journal

CHICAGO, ILL.

has 6,000 readers who would like to know. Tell them thru a "For Sale & Want" Ad. Costs 20 cents per type line.

SEEDS FOR SALE—WANTED

GRAIN FOR SALE.

BRIGHT heavy selected white oats for seed. Samples and prices furnished. Farmers Grain Co., Denver, Colo.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

GRAIN WANTED.

WANTED Five cars Early Fortune Millet. Send samples. Lewis Grain Co., Inc., Buffalo, N. Y.

WANTED Grain offerings, "to arrive" of elevators desiring to ship to Cincinnati. Address Broker, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED prices on Corn, Oats, Wheat, Hay and Potatoes, delivered Greensboro, rate points, including brokerage. The National Company, Greensboro, N. C.

WANTED—One hundred cars of oat straw, timothy, hay, buckwheat, grain and potatoes. Send samples. C. T. HAMILTON, New Castle, Pa.

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.

HENRY LICHTIG & CO., Kansas City, Mo.

We have for sale several thousand bushels of seed corn, both 1914 and 1915 crop. Can furnish in large or small lots.

McGREER BROS., Coburg, Iowa

SEEDS WANTED We are in the market for early varieties of SEED CORN, ITO SAN SOSAS BEANS, BUCK-WHEAT, COW PEAS and KHERSON OATS. The American Mutual Seed Co., Forty-Third & Robey Sts., Chicago, Ill.

CRABBS REYNOLDS TAYLOR CO.

Crawfordsville, Ind.

GRAIN
CLOVER AND TIMOTHY SEEDS

Get in touch with us.

Record Clover Prices?

With demonstrated shortage in central states and northwest already dried-out receipts are expected. Similar conditions produced record prices in former years. Will this season establish new record? For latest news bearing on the situation, read our Daily Letter, published in Toledo Daily Post. Sample copy on request.

SOUTHWORTH & CO., Second Nat'l Bank Bldg., TOLEDO, OHIO

W. H. SMALL &
COMPANY

Evansville, Indiana

FIELD SEEDS AND GRAIN

If you have Seeds to sell, send us samples.

If you want to buy, ask us for samples.

LET'S GET ACQUAINTED

SEEDS WANTED.

MILLET, Cane, Clover. Please send samples with prices.

RUSSELL-WALKER SEED CO.,
Memphis, Tenn.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

SCREENINGS WANTED.

WANTED — Chicken Wheat, Wheat Screenings, Milo Maize, Alfalfa meal, Oat Hulls or Oat Screenings. Wheat Bran and Middlings. Submit samples and prices delivered, car-loads. Adluh Milling Co., Columbia, S. C.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

THE W. A. SIMPSON CO.
BALTIMORE, MD.

IMPORTERS AND EXPORTERS
CLOVER AND FIELD SEEDS

(Write us for prices and samples Red Clover carloads or less)

"MAY BELL" Brand Pure Field
WE BUY **SEEDS** WE SELL
ROSS SEED CO., Louisville, Ky.

We Are Importers
RED CLOVER
Write for Samples and Prices.
John J. Buffington & Co.
BALTIMORE, MD.

Milwaukee Seed Company
WHOLESALE SEEDS
LONG DISTANCE TELEPHONE GRAND 672 and 673
104-106 WEST WATER STREET
MILWAUKEE, WIS.
Buyers and Sellers
Medium Mammoth Alsike,
White Alfalfa, Timothy, Grasses,
etc.
Mail Samples Ask for Prices
"The Live Clover House"

Directory
Grass Seed Trade

ATCHISON, KANS.

Mangelsdorf Bros. & Co., The, wholesale seeds.

BALTIMORE, MD.

Buffington & Co., John J., whse. seed merchants.

Scarlett & Co., Wm. G., whse. seed merchants.

Simpson & Co., W. A., seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.

BUFFALO, N. Y.

Craver-Dickinson Seed Co., field seeds.

CHICAGO, ILL.

Dickinson Co. The Albert, seeds.

Illinois Seed Co. The, grass and field seeds.

CRAWFORDSVILLE, IND.

Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp. Peppard Seed Co., J. G., wholesale seeds.

Rudy-Patrick Seed Co., wholesale seeds.

LONDON, ENGLAND.

LeMay & Co., C. W., w'sale, exp. & imp. fd. sds.

LOUISVILLE, KY.

Lewis & Chambers, field seeds.

Ross Seed Co., field seeds, exporters.

MACON, GA.

Georgia Seed Store, field and garden seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

Milwaukee Seed Co., wholesale seeds.

MINNEAPOLIS, MINN.

Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Radwaner, I. L., field & grass seeds, exp., imptns.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

WINTER VETCH

NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., Owosso, Mich.

Mexican Pinto Beans

Millet Seed

Sweet Clover Seed

White Spring Wheat

Durum Wheat

COLORADO GROWN

Car Lots

Write or Wire

Colorado Elevator &
Grain Company
STERLING, COLO.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

SUNFLOWER Seed for sale, car lots and less. Eberts Grain Co., Nabb, Ind.

FOR SALE Medium, Alsike and Timothy Seeds. For samples and prices write Walter C. Trumpler, Tiffin, Ohio.

FOR SALE—Good seed corn, oats and barley. The dependable varieties. Samples on request. Allen Joslin, Holstein, Ia.

ASK delivered price on Texas red rust proof seed oats, delivered Missouri, Kansas and other states. A. S. Lewis, 2714 Routh St., Dallas, Texas.

CLOVER SEED, Red Clover & Alsike. Any quantity, bag to car lots. Samples and prices on request. Wisconsin Seed & Fertilizer Co., Oshkosh, Wis.

GERMAN MILLET FOR SALE. We have a limited supply of German Millet which we can now offer to the market. Correspondence solicited. D. H. Clark, Galt, Mo.

DO YOU WANT carefully selected and graded Yellow Dent Corn with which to supply your farmer patrons? The kind that grows and produces a good crop? I have been fortunate enough to obtain 5,000 bush. grown in the famous DeKalb County, Illinois, district, 1914 crop. This is out of the ordinary seed corn and very seldom is it found on the market. \$4.00 per bushel, bags free. Samples on request. It won't last long, so send in your order to-day.

J. M. BRENNAN.
Clare, Ill.

SEEDS FOR SALE.

WRITE US for price on Millet, Cane, Feterita, Milo and Kaffir Seed. Sharp Bros. Healy, Kansas.

FOR SALE A few cars fine old ear corn, strong germination. Write us for terms. A. D. Hayes Co., New London, Ia.

SEED CORN, Silvermine, Boone Co. White and Reid's Yellow Dent. This is our own breeding, grown in Douglas and Coles Co. Write for prices. Geo. L. Pfeifer, Jr. Arcola, Ill.

GOOD SEED CORN at low prices. High germinating, 1914 crop; dry, well cured seed corn for immediate delivery, car lots or less, at reasonable prices. Write to-day for samples. Dakota Improved Seed Co. 122 Main St., Mitchell, S. D.

SWEET CLOVER SEED (white blossom). Buy direct from the grower and save the middleman's profit. We grow all the seed we sell. Can supply your wants in car lots or less. Write for prices and samples to North Platte Sweet Clover Seed Co., North Platte, Nebraska.

I AM Headquarters for Cane Seed, Japanese Honey Drip and Crookneck Ribbon Cane, Seed Corn, Egyptian Wheat, Cotton Seed, Cow Peas, Burr Clover, Rhodes Grass, Johnson Grass, Bermuda Grass, Sudan Grass, Alfalfa, Feterita, German Millet, Japanese and Pearl Millet, Fancy Red Rust Proof Oats, Spanish Peanuts, etc. Ask for samples and prices.

ROBERT NICHOLSON,
Wholesale Seeds, Dallas, Texas.

SEEDS FOR SALE.

TIMOTHY and clovers a specialty. J. B. Leveille, Eoyota, Minn.

CHOICE CLEAN Iowa grown Timothy, \$7.50 per 100 lbs. Samples on request. St. Olaf Grain Co., St. Olaf, Iowa.

FOR SALE—Choice Wisconsin and Minnesota grown Clover and Timothy. Write for samples and prices. G. H. Krumdick Co., Winona, Minn.

SWEET CLOVER SEED—White and biennial yellow. Large and small orders solicited from the trade. Bokhara Seed Co., Box 93, Falmouth, Ky.

COW PEAS and Soy Beans. We make a specialty of car lots and mixed cars. Let us quote you on your requirements for our fancy re-cleaned stock, put up in even weight bags.

RUSSELL-WALKER SEED CO., Memphis, Tenn.

PURE SUDAN SEED, ESPECIALLY GROWN FOR PLANTING IN ISOLATED FIELDS.

Inspected, Rogued, Re-cleaned. No Johnson Grass. Special prices for quick direct orders, 10 pounds \$1.00; 25 pounds \$2.00; 50 pounds \$3.50; 100 pounds \$6.00; 1,000 pounds \$55.00, double sacked. Absolutely the best quality, germination guaranteed. Supply limited. B. E. Miller (seed grower), Carlton, Tex.

IF YOU ARE SEEKING a business write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ill.

THE ILLINOIS SEED CO.

CHICAGO, ILL.

WE BUY AND SELL

FIELD SEEDS

Ask for Prices. Mail Samples for Bids

WE BUY CHOICE
Iowa Grown Seeds
Samples on Request
C. E. ATHERTON & CO.
DEEP RIVER, IOWA

CRAWFORDSVILLE SEED CO.

Crawfordsville, Ind.

Clover Seed
FOR SALE

Car lots or less. Ask for samples and prices

WE SELL

Red, Alsike and White Clover,
Alfalfa and Timothy Seed
also
Dried Peas.

L. TEWELES SEED COMPANY

Established 1865

Milwaukee,

Wisconsin

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

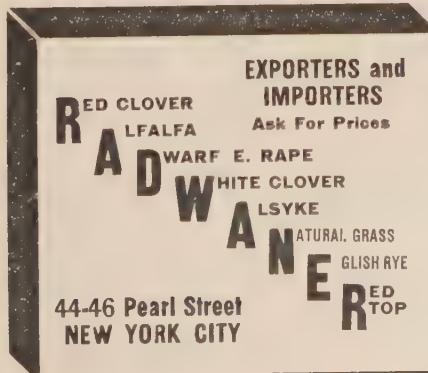
CRAVER-DICKINSON
SEED COMPANY

Buffalo

Binghamton

Buy and Sell

TIMOTHY
CLOVER
ALSIKE
ALFALFA
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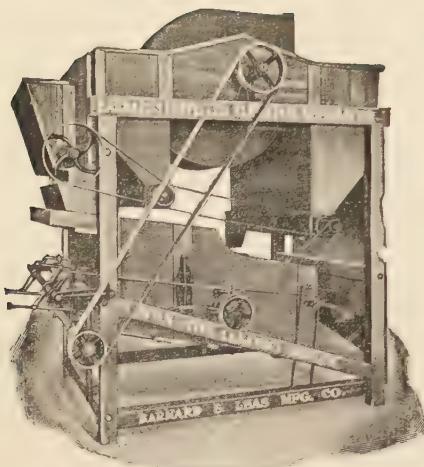
New Crop
RED TOP
SEED

We are ready to offer new crop Fancy Redtop seed. Prompt or later shipment. Attractive prices. Ask for samples.

The Albert Dickinson Co.

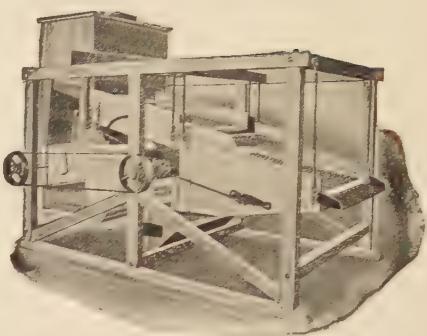
Seed Merchants

Chicago Est. 1855 Minneapolis



Perfected Separator

Everything for Grain Elevators and Feed Mills



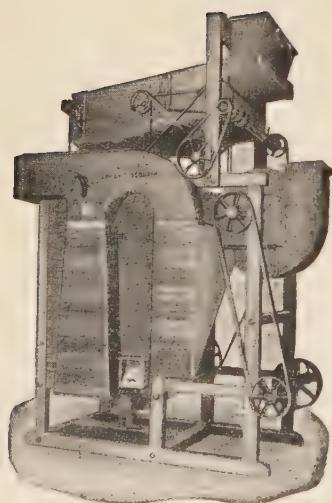
Corn Cleaner

For over 50 years we have been building this class of machinery and our line is known wherever grain is grown.

We made the first successful wheat separator, the first sieve corn cleaner, the first ball bearing feed mill, and in fact, have always been first to introduce anything of value.

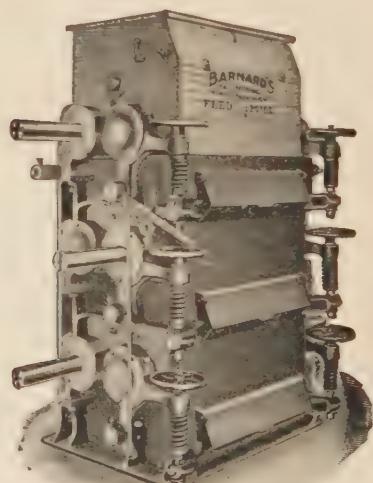
Our line includes Separators, Scourers and Oat Clippers of all kinds, a full line of Feed Mills and Corn Shellers and Cleaners, Packers, Grain Dryers, Dust Collectors and Power Connections and Supplies of all kinds.

Send for latest catalogue



Moline Upright Oat Clipper

BARNARD & LEAS MFG. CO.
MILL BUILDERS AND
MILL FURNISHERS
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



Ball Bearing Feed Mill

GRAIN DEALERS JOURNAL

[Incorporated]

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Charles S. Clark, Manager.

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on subjects of interest to those engaged in the
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come.

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CHICAGO, JANUARY 10, 1916

THE POMERENE B/L Bill, which was so heartily endorsed by grain dealers before the last two Congresses, has again been introduced, but in an altered form. Grain shippers would do well to examine the new bill carefully.

THE WHOLE problem of crop improvement has been condensed by the Crop Improvement Com'ite of Chicago into four fundamentals, which every grain dealer will do well to remember. These are published in this number of the Journal and after noting should be passed on to farmer patrons.

SMUTTY WHEAT commands the price of No. 2 at so many country elevators the wonder is how much good wheat earns a discount by having a mixture of this poor stuff in it. True, the inspector does not always find the smutty wheat, but when he does the shipper generally suffers enough to make up for a number of mixed shipments which escaped detection.

OVERDRAFTS never delight a receiver. They prove to his complete satisfaction that the shipper has no confidence in his honesty, or else he is very hard up. No shipper can afford to do business with a receiver he would not trust, and he would promote his own interests by removing all suspicious firms from his list and resolving to avoid making overdrafts.

WOULD-BE shippers, who experience difficulty in obtaining cars for grain, would increase the chance of getting what they need by making written demand upon the local station agent and the division freight agent for the cars needed in their business. If specific written orders to these officials fail then a telegram to the head of the freight traffic department will generally start something.

THE GREEN BUGS have become so active in the Southwest that nearly every wheat bull has become afflicted with what is known as greenbugitis. None but unusually strong characters can continue long to read the extravagant predictions of the damage the bugs will do without buying everything offered. Dealers who recognize the disease in a brother should charitably administer frequent and generous doses of caution.

SWITCHING charges are not due the railroads when the movement at the terminal is in fact part of the road haul, under a recent decision saving shippers of grain to Minneapolis over \$300,000 a year. At other terminal markets where similar conditions of joint ownership of the railroad and the switching road exist equally large sums of money could be saved to shippers by court proceedings attacking the unlawful charge.

WOOD FRAME, or sill, for wagon scale platforms, is as far behind the times as the muzzle loader. An Indiana dealer who has recently thrown out the wood sill and installed a modern concrete sill, writes that he is delighted with the change and wonders why he did not do it long before. Concrete, if properly laid and protected, will last for an age, and contribute largely to correct weights during the entire period of its usefulness.

THE LONG desired uniform B/L which grain shippers everywhere have worked earnestly to obtain is still far away. Senator Pomerene has again introduced his famous B/L Bill, which has twice passed the U. S. Senate and received the hearty approval of bankers and shippers generally, but he will not be likely to get it past the railroad influence in the lower house unless the grain shippers of the land give it more active support.

THE DISTRIBUTION of seed is again giving Congress considerable worry. More than a million dollars will be devoted this year to the cause, which would be a very worthy one were the seed presented to needy growers instead of distributed promiscuously among city flat dwellers. Seed dealers and their friends should be persistent in their requests to Congressmen to change the contents of these free packages from field and garden to a more digestible donation.

CASUALTIES—Throwing belts on to moving pulleys caused the death of one elevator employe within the last few days, and the serious injury of another, while the deadly set screw with the protruding head is responsible for two similar casualties, one dead and one dying. Two other casualties are reported in this number, one injury thru falling into a bin of bran and a death thru being struck by an elevator bucket. Thus the Reaper, Death, thru his efficient lieutenant, Carelessness, has scored three lives.

THE CANADIAN Government has recently installed a rate of 6c per bushel on grain between two points where the rate was formerly double that amount. The Government as a rule figures its margins of profit decidedly close, but it has seldom been known to stand an actual loss. It would seem therefore that if such a rate can be maintained by one road there is no excuse for the other carriers, operating between the same points, to continue the high rate. This is another exposition of what the average railroad considers a fair rate, and it is hoped that the roads which have not yet lowered their charge will do so at once, giving the grain exporters a better opportunity to market their grain.

ELEVATOR FIRES reports in this number show a slight decrease when compared with the news columns of 1915, when the average was well above 20 per number. Thirteen are recorded as a start for the new year, and it is confidently believed that thru greater care on the part of each operator to eliminate hazards so far as possible, this number will be steadily diminished. Those whose plants are visited by fire, despite all precaution, cannot overestimate the importance of determining the fire's origin. By correctly reporting the cause the insurance companies are given a guide along which to work for the prevention of future fires from the same cause.

RURAL CREDITS has a new champion in the person of Ex-Governor Herrick of Ohio. The farmers of Ohio are in a position to and can borrow money at low rates of interest, so long as they do not go into the banks. Ex-Governor is trying to interest the farmer in his solicitude for the welfare of the farmer. If he is sincere and earnest in his desire to help the farmer he should induce him to cultivate the land and caring for its products, for the farmer of this country pays for his carelessness a hundred times over, than they will ever pay for the same. None of the blatant politicians are anxious to get cheap money for the farmer. Farmers have thought of stopping

The GRAIN DEALERS JOURNAL.

FOUR EXPLOSIONS of grain storage and cereal manufacturing plants have occurred within the last ten days. The hazard which seems to have been lying dormant for some time burst upon the trade with a grim fury, claiming many lives and causing millions of dollars' loss to property in four widely separated states, Illinois, Oklahoma, New Jersey and Iowa. In only one instance is any clew given as to a possible cause, and that is spontaneous combustion.

THE SPECIFIC gravity of gasoline is such an important factor in the value of the oil that Minnesota has instructed its deputy inspectors to require all dealers to post placards indicating the specific gravity of the oil they offer for sale. The same regulation everywhere would enable gasoline users to obtain oil better suited to their needs, and the elevator man who becomes weary of working on each cold morning to start the engine could remedy the trouble by putting in a generous supply of gasoline of a higher specific gravity, as it vaporizes more quickly even on the coldest mornings.

GRAIN DEALERS whose plants are infested with weevil or moths cannot afford to use cyanide solution or bisulfide of carbon carelessly. The cyanide is a deadly poison and its fumes are very likely to kill anyone who breathes them, while the bisulfide of carbon fumes will explode with great force if exposed to spark or flame. The pests can be kept out of most elevators by frequent and thorough cleaning of all woodwork. A heavy coat of whitewash mixed with lye, while it will not exterminate all the insects, does not promote their vitality. Weevil can easily be drawn out of grain on a cold day by means of a fan. The result will be a splendid meal for the chickens and the grain can be shipped to nearby markets without fear of a new crop of bugs being hatched before it arrives.

A GROUP of Kansas growers terming itself a union held a meeting on Jan. 3 at Hutchinson, and now boasts of the fact that a minimum price for Kansas wheat was fixed, to be enforced thru concerted non-delivery. Had these men selected the name Grain Exchange instead of Union they would no doubt have been investigated by this time, but being simply a Union it is presumed they are organized for protection and the Sherman Anti-trust Law is disregarded. What a howl would arise if the grain merchants of that state should announce that they would pay no more than a certain price for grain; the wail of the growers would be heard by the far distant terminal markets. If a price fixing agreement is sauce for the farmer it should also be sauce for the man who buys his grain.

HIDDEN BEARINGS, especially the parts of machines running at high speed, merit extra watching else they may get hot and start a fire. A Pennsylvania correspondent in this number writes of a fire discovered inside the fan case of a scrouner. Few manufacturers of grain cleaners now enclose fan bearings, so it is easier for users to attend to the lubrication of the fan, and a very easy matter for workmen to detect the cause of the trouble when it heats.

JUDGE LANDIS' decision enjoining the Chicago Board of Trade from fixing prices under the old call rule will not be enforced until the Supreme Court has passed on the case. Let us hope that the Supreme Court decision will be so long delayed that the Federal Trade Commission, which was fully authorized by the Congress to do so, will have time to announce its definition of what constitutes unfair competition. Unfortunately this Commission seems to be asleep; otherwise it would have carefully considered the call rule and O. K.'d it as an equitable method of enforcing legitimate competition in the open.

THE DOCKAGE system, long in vogue in the northwest, where it has given entire satisfaction, seems to be gaining many new friends, and the prospect is that it will be incorporated in the new Federal Grades for small grain. Wheat is graded according to its quality and characteristics, and in utter disregard of the amount of removable dirt and other foreign matter contained, but the dockage per bushel is based upon the amount of dirt contained. In other words the seller is paid for clean wheat and not for the dirt, but the grade of the grain is not reduced because of the dirt. The only advantage accruing to the shipper by reason of his permitting the dirt to remain in his wheat is that the railroads charge him freight on the useless dirt at the wheat rate. One would think that no shipper of the spring wheat states would be willing to pay freight to market on any commodity for which he could not receive some compensation. If the wheat were cleaned thoroughly at the point of origin, it would be graded in the central market without dockage, and there would be no opportunity left for disputes as to the amount of dockage justified by the dirt contained. The grain grower is the original offender, because he permits the thresher to turn more chaff into the bagged wheat than he should. The thresher is paid on the basis of bushels turned out, so naturally strives to swell the total as much as the supply of chaff will permit. It does not matter to him if half the stuff he throws into the bags is straw, and a large "yield" swells the pride of the farmer.

Anti-Option Agitation.

While it seems impossible for Congress, under our present constitution, to deprive citizens of the right to contract for the delivery of goods whenever they may desire to have them delivered, still congressmen continue to introduce bills designed to prohibit trading in grain for future delivery. The enforcement of a heavy tax, or a prohibitive regulation against trading in grain for future delivery, would work more of a hardship on the producers and consumers of grain than the Wiseacres drafting such bills can conceive.

Without a central market, where trading is regulated and prices at which transactions are actually made are given to the world free of charge, few people would have a clear knowledge of what is the fair value for any kind or grade of grain. Today the citizen who desires to know the value of any kind or grade of grain turns to the market report, the report of the day's transactions on the grain exchange; the information is free to everyone. Grain dealers the world over recognize that the quotations of the leading grain exchanges are the most reliable index of the true value of the grain that is obtainable. They are on the inside, they are posted, and they are so thoroughly convinced of the fairness of those prices that they are guided by them in buying and selling. Without the market quotations they would be all at sea and flounder about aimlessly in an effort to learn the fair market value of grain.

None of the bills which have been introduced in Congress to prohibit or regulate trading in grain for future delivery has ever been drafted with an honest desire to improve either the conditions of the grain trade or the conditions of life. The famous Washburn Bill, which was one of the early so-called anti-option bills, was prompted solely by selfishness, and with the keen-eyed intention of gaining the advantage of both producers and consumers thereby. Most of the bills which have been introduced since then have been drafted by congressmen who felt the deep necessity of convincing the folks back home that they were really trying to do something for them, and as few of them would understand the effect of stopping or taxing trading in grain for future delivery, it would be an easy matter to convince them that it was really for their benefit.

Every committee or commission appointed by Congress to investigate the factors controlling the prices of grain in this country has returned reports showing that trading in grain for future delivery made for steadier markets and the maintenance of fairer prices as reflected by the supply and demand of the world, yet the bucolics and the cheap politicians keep up the agitation.

Trading in Thousand Bushel Lots.

The evidence presented by the secretaries of four prominent grain exchanges elsewhere in this number on the extensive use made by carlot shippers in hedging against their holdings by selling in thousand bushel lots is so overwhelming that the wonder is that all of the grain exchanges now confining their dealings in any grain to 5,000 bu. lots or greater do not amend their rules so as to encourage trading in thousand bushel lots, and thus permit future trading in small lots to be used as a hedge by both the small shipper and the small manufacturer.

No doubt if the shippers in territory tributary to the exchanges now denying the thousand bushel lot dealer the chance to protect himself would make a persistent demand upon those exchanges for recognition, the rules would be quickly amended to meet their needs. There is no practical reason why a man who buys 3,000 bushels of corn, or has that amount in his crib, should find it necessary to sell 5,000 May. When the same dealer has purchased 5,000 or more, he will confine his operations to dealing in 5,000 bu. lots. As the large farms are broken up and the territory of every elevator is reduced by the building of new railroads, grain dealers buy and receive smaller amounts of the same kinds and grades of grain, but they are just as greatly in need of protection against the vacillations of the market as before, and there seems no practical reason why the rules of all the exchanges should not be changed, so as to permit dealing in thousand bushel lots of all kinds of grain.

Another Shortage Claim Upheld.

Grain shippers everywhere will be pleased to read the decision of the Supreme Court of Minnesota, published elsewhere in this number, sustaining the claim of a grain shipper for the loss of seed in transit. The arrival of the cars at destination in apparent good order does not afford sufficient defense for any railroad refusing to pay for loss actually incurred. The evidence of the loss in this case was not as good as could be presented by many shippers, yet shipper secured a judgment.

One point which is worthy of the particular attention of every shipper is that the court refused to permit the admission of testimony of the carrier in support of its contention that the quantity of flax loaded into the car was merely an estimate, and that in 133 other instances the plaintiff had overestimated the quantity. The Supreme Court also upheld the trial court in excluding evidence showing that the amount of flaxseed shipped out during the period covered by the transactions involved was but 30 bus. less than was received by the

grain man. The court seemed to hold strictly to the evidence and the right of the shipper to have delivered the full amount of flaxseed placed in each car. The railroad company did not attempt to prove that the full amount claimed was not placed in the cars.

Every shipper whose claim for loss of grain in transit has been turned down by an overbearing claim agent, who strove to excuse his action on the ground that no evidence of leakage was presented, will be more than delighted to read this, the latest decision of the Supreme Court, upholding the rights of the grain shipper to be paid for grain entrusted to the railroad's cars for transportation, but which they did not deliver.

The Lever Warehouse Bill.

The re-introduction by Representative Asbury F. Lever of his bill as H. R. 83 shows that a persistent effort is being made to enact a "United States Warehouse Act."

As now worded this bill leaves it optional with warehousemen whether they shall be subject to the federal authority. As it seems hardly possible that so much effort would be put forth to pass a bill that will be a dead letter if enacted into law, it is likely that after having been threshed out in the com'ite on agriculture the bill will be amended in some way to make its regulations compulsorily effective upon warehousemen receiving farm products that have been transported across state lines. Grain elevator operators then will awake to find their business menaced by an act to which they have given too little study.

The bill defines a warehouse as any building or protected inclosure in which any agricultural product may be held.

The Secretary of Agriculture is authorized under the bill to exercise the closest supervision over the business of the warehouseman, to grant or withhold licenses and to prescribe the duties of the owners and operators.

Grain or flaxseed received into a licensed federal warehouse shall be graded and inspected by an inspector duly licensed under the act, by the Secretary of Agriculture, and he may grade grain under national, state or Board of Trade rules.

In the regulation of public warehouses two great states of the Union thru many years' experience have nearly perfected statutes that leave as little as possible to the discretion of the Commissions having their enforcement in charge. None of these necessary details as to grading and appeals is included in the Lever bill. Apparently it is but a skeleton, to be filled in by the Secretary of Agriculture in a way that no state at present authorizes any individual to do.

A bill so lacking in specific requirements should not be permitted to encumber the statutes.

Uniformity Most Desirable.

Every grain dealer who has suffered a loss or encountered a dispute with a fellow dealer in a distant market, because of differences in rules, customs or practices, is most emphatically in favor of uniform rules governing trade practices, as well as uniform rules governing the grading of grain, uniform rules of arbitration and uniform traffic rules governing the shipment of grain. He recognizes that, the nearer all rules bearing on the grain business come to uniformity, the less opportunity is there for differences, losses and disputes.

Fifteen years ago no two grain markets had uniform rules governing the grading of grain in those markets, and naturally many dealers suffered heavy losses, because they did not clearly understand the rules of distant markets.

The members of the grain trade were quick to recognize the disadvantage of continuing the old rules, which differed in many respects, so worked earnestly to bring about the adoption by all grain grading authorities of uniform rules, and they came near to succeeding in this most commendable work, but when it came to attaining uniformity of grading under those rules it was much more difficult. Finally, the uniform grading so much desired by all fair-minded members of the trade was given up as impossible without some authority higher than all inspection authorities to supervise the inspectors and keep their grading up to a uniform standard. The Grain Grades Act now pending in both houses of Congress is designed to establish the one thing needed to insure the long desired uniformity of grades and grading.

Some of the state and local grain dealers' associations, recognizing the advantages to the trade of uniform trade rules have adopted in toto the trade rules of the Grain Dealers' National Ass'n, and at the behest of that association most of the grain exchanges have long since discarded the ancient shipping terms known as "immediate," "quick" and "prompt." Now it is proposed that all the grain exchanges join with the National Ass'n in drafting uniform rules which all can heartily support and maintain. The recommendation is a most excellent one and one which should have the ardent support of every fair-minded dealer who is anxious to have the same set of rules apply to all sections of the trade, so that dealers everywhere will be able, with little difficulty, to obtain a clear understanding of their rights and the rights of the party with whom they are dealing under the rules of trade. If the rules become uniform everywhere, practices will soon attain a uniformity impossible under a multiplicity of conflicting rules. When uniform perfected rules are in vogue in all sections of the trade, disputes and differences will be reduced to a minimum, because the opportunity for misunderstanding will be largely eliminated.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Cancellation of Contract?

Grain Dealers Journal: If a farmer has sold us corn on 10 days' delivery and we are unable to take it on account of car shortage when he offers to deliver it on the last day, is the farmer automatically released from the contract?—W. D. Russell, mgr. Farmers Union.

Ans.: By refusing to accept the corn the buyer becomes liable for breach of contract; and if the market should be lower when the contract expired the buyer will have to pay the difference. Besides the farmer can come in weeks later and sell the same corn at a higher price. If possible some arrangement should be made with the farmer to postpone his hauling, or to provide temporary cribs.

What Is "Cool and Sweet" Corn?

Grain Dealers Journal: We made a contract to ship "cool and sweet yellow corn"; but, altho the grain arrived cool and sweet, the buyers have been taking a discount, alleging the corn is chaffy and dirty or contains too much moisture.

Has the buyer a right to reject or discount corn sold cool and sweet, because it contains chaff, dirt or excessive moisture?—H. R. Hanson.

Ans.: The condition of Northern Illinois corn on this crop is so poor that the buyer who got good corn a year ago on contracts for cool and sweet must be pitied, as the stuff delivered to him can be called corn only by courtesy. It is so chaffy that when dried there is practically nothing to it. Under the terms of contract for cool and sweet the buyers are forced to accept this poor stuff. The seller can not be discounted for chaff, dirt or moisture.

Robert P. Kettles, chief of the Grain Sampling Department of the Chicago Board of Trade, states that corn is disqualifyed as "cool and sweet" only if it is moldy, musty, rotten or sour.

Qualifications of Grain Inspector?

Grain Dealers Journal: I am going to write a civil service examination for a position in the state grain inspector's office and would like to have information in regard to the work done in that office.—J. L. F.

Grain Dealers' Journal: What are the requirements a man must fulfill to become a government weigher and grain inspector? What department oversees the weighing and inspection of grain? Is it possible for a minor to secure a position in either dept.?—Edward Carson, Clarence, Ill.

Ans.: No books are known that would assist the applicant for a position in the grain inspection service because many of the questions have to do with our form of government and the relation of the inspection department to the people and to the government.

It would be much better to interview different grain inspectors, find out how the department is organized, how it is operated, who it serves and what its real purpose is in our economic system. An applicant could get more information in a half day spent interviewing the different grain inspectors around the grain elevators or in the inspection offices than anywhere else.

In Illinois the grain inspection is under the Illinois Public Utilities Commission, as successors to the old Illinois Railroad & Warehouse Commission, but the rank and

file are appointed after examination by the Illinois State Civil Service Commission. Weighing is supervised by the local grain exchanges. A minor would be competent to weigh grain, but an inspector should have mature judgment.

Who Stands Loss in Transit?

Grain Dealers Journal: A few days ago a car of corn from the next station west of this place leaked, about 50 bushels scattered on the ground. Some switching was done here and it started to leak again. Who stands this loss, the shipper or the St. Joseph & Grand Island?—M. J. Steiner, Price, Kan.

Ans.: If the shipper can prove how much he loaded into the car the railroad company stands the loss.

India Wheat?

Grain Dealers Journal: Where can we get information regarding India wheat? We would like to procure a sample and learn something about the northerly climate in which it is grown.—Grain Growers B. C. Agency, New Westminster, B. C.

Ans.: Information on Indian wheat is contained in a book by James Caird published in London, 1884, entitled "India, the Land and the People"; an article in the magazine "Science," New York, page 314, 1887, on "Indian Wheat"; in the Journal of the Society of Arts, page 637, 1889, by John McDougall on "Indian Wheats." Samples probably could be obtained from the London importers of Indian wheat, such as L. Dreyfus & Co., of London and Liverpool; W. H. Muller & Co., London; Harris Bros., London; Heatley & Co., London.

Payment by Check.

Grain Dealers Journal: We mailed a check to pay an account which was due, and, as the check was lost, the other party had an attorney start suit; but the justice informed us of this and we advised the account had already been paid by check, and that if the check had not been received a duplicate would be issued. The justice so advised the attorney, who waited a few days and filed information against us. Who will have to pay the costs?—Central Seed Co.

Ans.: Mailing a check does not constitute payment until it has been accepted by the bank, and if suit is brot judgment will be against defendant, who must pay the costs.

All this could have been avoided by offering the attorney a second check immediately, after stopping payment on the first check; the attorney then having no excuse for starting suit.

Can Contract Be Enforced?

Grain Dealers Journal: On July 27 a farmer sold us corn for November-December delivery on a contract reading:

"This is to certify that I have sold to Farmers Grain Co. 4,000 bus. new No. 4 corn, cool and sweet inspection, at 50 cents per bu., to be delivered in good condition at Dalton City, Ill., on or before Nov. and Dec. 31, 1915."

Delivery of the corn was prevented by late corn shucking and weather conditions; and now the farmer comes in and says the time has expired and that we need not expect the corn unless at the market price we now are paying.

We have been ready at all times to receive this corn, and on Dec. 29 advised the farmer by letter that we would extend the delivery time 30 days longer. The party has borrowed money on the corn sold, it being charged to his account.

Can we enforce delivery on this contract or collect the difference in price between the price bought at and our track prices?—Farmers Grain Co., Dalton City, Ill.

Ans.: Having been written, signed and part paid the contract is binding. Nothing is said in the contract about cancellation if weather conditions made delivery difficult; but the contract does state "In case of failure to deliver any or all of said grain, I agree to recompense buyer for loss resulting from such failure."

The farmer is clearly liable for the difference between 50 cents, as contracted, and the market on the last day of delivery, or on a later day if he accepted the extension of 30 days, which he did not. If suit is brot the court will give judgment for the full amount. Other cases where farmers have failed to deliver have been won in Illinois by the grain dealer without making out so good a case as the foregoing, as reported in the grain trade news columns of the Journal during the past two years.

How to Remove Lime from Water Jacket?

Grain Dealers Journal: Will the Journal please publish the name of a chemical or substance which will dissolve lime in the water jacket of a gasoline engine?—Farmers' Elevator Co., Houston, O.

Ans.: The deposit of lime may be removed by taking off the water jacket and using a chisel, or by dissolving the lime in a solution of muriatic acid.

When the cleaning out of the water jacket has been neglected for years the lime deposit may become hardened and difficult to remove, but in most cases the following treatment will be effective:

Take muriatic acid one part, soft water 19 parts; and once every two weeks draw off the water from the engine and fill the jacket with the solution, allowing it to remain in over night, but not longer, as to leave the acid in too long will damage the engine. Then carefully and thoroly flush out the acid solution with clean water. The acid will soften and dissolve the lime or alkali, and the clean water will wash it out. This should be repeated every two weeks, for if the deposits are allowed to remain too long the acid will not cut them.

Fair Price for Settlement?

Grain Dealers Journal: On Aug. 20, 1915, a farmer delivered to the elevator 996 bus. of very badly damaged oats from the machine. The manager here at that time agreed to store the grain in the elevator until the room was needed. On the 28th of the same month it was necessary to move them and upon arrival in Chicago they sold on the cash market for 30 cents Chicago.

The party desired to settle for the oats on Dec. 30, when I was offering 38 cents for No. 3 oats. Would the elevator be the loser to settle for this grain by taking the price that sample grain sold for in Chicago on Dec. 29, as follows: Illinois Proportional billing sample grade 2 cars at 39 cents, 1 car at 40½ cents, an average of 39¾. From this average of 39¾ deduct our 4 cents; this includes the freight and our commission and all other expenses, leaving the party a net price of 35¾ cents for the sample grade on Dec. 29.

I contend we do not base our bids on the cash selling price of grain in Chicago, but on the bid price the commission houses give us. I would appreciate it very much if the Journal will figure this out and advise the exact amount we should have paid this farmer for the sample grade oats, if this is in error.—E. E. Resler, mgr. Farmers Grain Co., Heaton, Ill.

Ans.: Buyer has it figured correctly at 35¾ cents for the sample grade oats, but is allowing the farmer too much, as he ought to stand whatever the loss is in handling oats that go out of condition.

On account of their condition buyer was forced to sell them 8 days after he took them into store and when so many cars of sample oats were arriving at Chicago, 22 cars on Aug. 28, that the price then was 11 cents under the Standard oats, 41c.

When the farmer came in and wanted to settle Standard oats were selling Dec. 29 at 43¾, very few cars arriving of sample

grade, and 11 cents discount under this and buyer's expense of 4c freight, etc., would leave the farmer 28%. At that, buyer will be giving him the rise of the market, but cutting him down on the poor quality of his own shipment.

Sample grade grain varies so much in quality the farmer has no right to assume that the sample oats sold at Chicago Dec. 29 were no better than his oats sold in August. If his oats sold at Chicago Aug. 28 were of poorer quality he ought to stand the full 11 cent discount.

Tables for Shrinkage of Corn?

Grain Dealers Journal: Are there any tables by which the shrinkage in drying corn can be accurately computed?—Carroll Grain Co., Milwaukee, Wis.

Ans.: Tables showing the percentage of loss of weight in drying were published in Circular No. 32, issued July 9, 1909, by the Bureau of Plant Industry, U. S. Dept. of Agriculture, and a table showing the relative worth of grain on a dry matter basis at 40 cents to \$1 per bu., and containing from 12 to 25 per cent of moisture, was published in the *Grain Dealers Journal*, Apr. 25, 1910.

Difficult to Prove 'Phone Instructions.

Grain Dealers Journal: We handle grain, but recently we shipped two cars of potatoes, having sold them at 30c per bu. fob our track, to a Minneapolis produce commission firm, who refused to pay drafts, alleging one car contained some small potatoes.

The buyer called me by 'phone and asked me to release the draft so he could have a man pick out the small ones, and I did release the draft. I called him four times by 'phone and each time he said he had not yet sold the car, and finally I asked him if he was going to get anything for this car, if he could or would sell them out and what he could get for them. He said 25 cents, and I replied not to sell them.

Then I went to Minneapolis and when I got there I found he had already sold them, before I 'phoned him, at 22 cents Minneapolis and charged his commission and demurrage on the car. We lose about \$125 on the deal. Can we recover anything?—Emil Werner.

Ans.: Assuming that no written confirmations were exchanged, as is the correct practice in the grain trade, seller will

find it practically impossible to prove in court that he did not authorize the sale of the potatoes on commission at the best price obtainable. The fact that shipper released draft may be taken by the jury to indicate that shipper modified his original contract. When a buyer refuses to pay draft and does not come back immediately with a fair bid seller should turn the car over to another party on a direct sale or to be handled on commission.

Program Annual Meeting Council of Exchanges.

The 7th annual meeting of the Council of Grain Exchanges will be held at the Hotel La Salle, Chicago, on the afternoons of Jan. 20 and 21.

Thursday afternoon session will take up comitee reports, secy's report, and an address will be delivered by Julius H. Barnes of Duluth on "Grain Export Problems."

A formal banquet will follow in the evening, with John L. Messmore, of St. Louis, as toastmaster, among the speakers being John D. Shoop, superintendent of schools, Chicago; John J. Arnold, 1st v.p. of First National Bank, Chicago; Gen. L. C. Boyle of Kansas City and others.

Friday afternoon the resolutions comitee will report, and officers will be elected for the ensuing year. Wm. Murphy of Minnesota will deliver an address on crop improvement work. Bert Ball, sec'y of the Crop Improvement Comitee, will make a report, illustrated with motion pictures.

RAILWAY RATES for the transportation of grain, except oats, from Russia to China were reduced on Dec. 25 from the districts of Cheliabinsk, Novo Nikolaevsk, Tiumen and Kolomgiro on Omsk railway system and from stations on the Tomsk railway system, across Manchuria and Pogranitchnaia to Vladivostock for export abroad.

Our Callers

Edw. H. Farley, Leland, Ill.
O. L. Colton, Cortland, Ill.

Shipper Given Judgment Against Railroad for Shortage.

The Supreme Court of Minnesota on Nov. 19, 1915, affirmed a judgment by the District Court of Hennepin County in favor of the Farmers Elevator Co., of Lansford, N. D., plaintiff, against the Great Northern Ry., defendant, for loss of grain in transit.

Two cars were shipped, on Feb. 5 and 16, from Lansford to Benson-Newhouse-Stabeck Co., at Minneapolis. Out of one car containing 88,000 lbs. of flaxseed, 22,698 lbs. was lost. Out of the other, containing 45,000 lbs., 8,800 lbs. was lost.

The Supreme Court held: Employees of plaintiff loaded this car of flax, and each cleverly stated the facts tending to show the quantity placed therein. "Shortly after" the car was loaded—the precise date does not appear—they made the affidavit, which the witness referred to in refreshing his memory, showing, among other things, the number of pounds of flax so loaded into the car. The affidavit was made from facts disclosed by plaintiff's elevator records, records made in part at least by the affiants, and from facts within their personal knowledge. If, as the evidence tends to show, the affidavit was made at about the time of the transaction, and when the matter was fresh in the mind of the affiant, there would seem no substantial reason for doubting the correctness of the ruling of the trial court.

Upon the theory that the testimony of the witness Dunbar, as to the quantity of flax loaded into the car was merely an estimate, defendant offered to show that in a number of other instances of like estimates, 133 in all, the witness had overestimated the quantity. Conceding that the testimony of the witness amounted to an estimate only, the extent to which cross-examination along this line should extend was discretionary with the court, no abuse of which appears.

In reference to this branch of the case it may also be said that there was no error in excluding the so-called "cut-off" evidence. Defendant here attempted to show the total quantity of flax received at plaintiff's elevator during the period covered by the transactions here involved, and the total quantity shipped and accounted for, and that the total difference was a loss of about 30 bushels. The evidence was properly excluded. Its admission would only have brought into the case collateral issues, with the result at least only remotely bearing upon the question here presented. The inquiry would have involved the correctness of weights given the farmers, the dockage upon each load of flax delivered at plaintiff's elevator, and thus presented questions which the court was entirely right in declining to hear in this case. Cochrane v. West Duluth, etc., 64 Minn. 369, 67 N. W. 206. It is quite clear from the evidence,



An Explanation of War Taxes for Grain Transactions Wanted.

The GRAIN DEALERS JOURNAL.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Why Kansas Shippers Pay Two Inspection Fees.

Grain Dealers Journal: You ask if it is our policy to inspect grain billed with a notation on the bill of lading "Kansas Inspection not Wanted." In reply to this, I will say that our grain inspection law in Kansas is not compulsory and any grain dealer may sell his grain to whoever he may choose and deliver such grain without state inspection. Quite a large per cent of grain in Kansas is sold and goes direct to New Orleans, Galveston, or some other terminal market without Kansas inspection. Also a large per cent is sold to mills in Kansas and no inspection made of such grain.

Occasionally grain comes to Kansas City with the notation on the bill of lading, "Kansas Inspection not Wanted." Such cars are not inspected by this department unless request is made by the receiver of such grain here. Our state law is so worded that any shipment made with notation on the bill of lading "No Inspection Desired" will not be inspected. However if any inspection or sampling is done, it must be done only by parties appointed by the State Inspection Department.

Each morning the different railroad companies which have their yards on the Kansas side deliver to us a manifest showing all cars of grain arriving during the day. In this manifest we occasionally find a car with the notation "Kansas Inspection not Wanted." Such cars are left in the yard without inspection until the receiver notifies us that he must have a sample and inspection on such cars. Frequently these cars stand in the yard until demurrage is charged against them by the railroad causing the shipper a great deal more expense than if inspection had been made upon arrival.

You call my attention to two specific cases where grain was shipped from points in Kansas with the notation on bill of lading "Kansas Inspection not Wanted." These cars were not touched until the company to whom they were consigned notified us they wanted inspection and sample on the cars.

You also mention that the above mentioned grain was then sold and inspected by the Missouri Department, making a double charge for inspection. Our explanation of these charges is as follows:

Grain that arrives on the Kansas side on railroads that have their terminals in Kansas, is inspected by the Kansas Inspection Department. Then if such grain is sold on the floor of the Board of Trade to parties who have their elevators on the Missouri side, the Missouri state law requires that such grain be inspected by the Missouri State Inspection Department, which causes a double charge. If the same grain were sold to parties having their elevators on the Kansas side, there would have been only one inspection charge made. The same conditions are

true where grain arrives on the Missouri side on railroads having their terminal yards in Missouri. Such grain is inspected by the Missouri State Department, and then if sold to a firm having its elevator in Kansas it is sent to the Kansas side and inspected by the Kansas Department when going into public elevators. The laws of both Missouri and Kansas make it compulsory that where grain goes into a public elevator it must be inspected by the inspection department of that state.

The Board of Trade at Kansas City does not now maintain an inspection department and has not since June 1st. All grain inspected at Kansas City is inspected by the two state Departments—one or both, as explained above—each state looking after the grain which arrives in its own territory.

Now, as to the weighing of grain, Missouri and Kansas each has a weighing department and weigh all grain going into or out of public elevators. The Board of Trade at Kansas City maintains what is called a "Check weighing department"—making a charge of fifty cents a car for all grain weighed in. This is charged to the country shipper as well as the charge made by the State Department. However, this Board of Trade fee of fifty cents is not compulsory and could not be collected if refusal were made by the shipper, as it is only a repetition of identically the same weights as those given by the State Department.

The Kansas Inspection Department is doing a larger business now than ever before in its history of more than twenty years. We are sending thousands of cars to other states sold on Kansas inspection, many of them going as far east as New York State. Thousands of cars of grain originating in Oklahoma going through Kansas are billed to stop in Kansas for Kansas state inspection, as they are sold on our inspection. I have a number of letters from Minnesota, Iowa, Dakota, as well as Illinois, asking that we be sure to inspect these cars, as they are bought on Kansas inspection.—Yours truly, Geo. B. Ross, Chief Inspector, Kansas City, Kan.

Delay in Returning Account Sales.

Grain Dealers Journal: The letter in this column Dec. 25 by "Lone Star Shipper" protesting against having to wait indefinitely for the account sales from the final market interests me, but the shipper is blaming the wrong parties.

I have found the delay in rendering account sales is entirely the fault of the railroads, as we cannot get them to furnish expense bills.

On Dec. 24 I ordered a car to an elevator, giving the railroad company instructions to collect the inbound charges from me. Altho the car had long since been discharged and reloaded and probably unloaded at destination, I had not, on Jan. 6, received the expense bills. Again I wrote the Rock Island demanding the bills, but no attention was paid to my letter.—E. W. Wyatt, Memphis, Tenn.

THE HOUSE COM'ITE of Agriculture will hold a hearing Jan. 12 on the grain standardization bill proposed by the Dep't of Agriculture, introduced by Chairman A. F. Lever. Certain members of the com'ite are said to object to bonding warehouses for grain, cotton and other agricultural products.

that is, there is evidence in the record clearly tending to show a considerable loss of flax from both these cars while in transit, and even though plaintiff may have appropriated some of the flax from the farmers by dockage or short weight, that does not concern defendant, if there was in fact a loss in these shipments. We think the court was right in excluding this evidence. The same ruling applies to the admission of witness Newhouse. State v. Hjerpe, 109 Minn. 270, 123 N. W. 474; Slingerland v. Slingerland, 46 Minn. 100, 48 N. W. 605.

Sections 4498, Gen. St. 1913, requires every shipper of grain— "to fasten upon the inside of each car shipped a card giving the number and initials or other distinctive mark of such car, the date of shipment, and the exact weight of the grain in such car, as claimed by such shipper. If he fails so to do, the official weight shall be *prima facie* evidence of the quantity of grain shipped in such car."

Defendant offered to show a failure on the part of plaintiff to comply with this statute, and the offer was rejected by the court. In this ruling we discover no error. The shipment in question originated in the state of North Dakota, and the shipping contract was entered into in that state. The statute therefore can have no application. It was designed and intended by the Legislature to apply to shipments within this state, and should not be construed as having extraterritorial operation, or apply to contracts of shipments originating in other states. Black, *Intrp. Laws*, 107. We do not stop to consider the statute, construed as a rule of evidence, if held applicable to interstate shipments, for it contains nothing to indicate an intention on the part of the Legislature that it should apply to such shipments.

Plaintiff upon discovering the loss of the flax in transit made claim for the shortage, and defendant refused to recognize or pay the same. For its refusal to make settlement plaintiff claimed to be entitled to the penalty provided for by section 4316, Gen. St. 1913. The question whether plaintiff had complied with the statute, so as to entitle it to the penalty, was submitted to the jury under instructions to award the penalty if they found such compliance. In this there was error. The statute, like the one considered in the paragraph above, can have no application to interstate shipments. It was intended to apply to transactions within the state. If otherwise construed, it would be invalid. *Charleston Ry. Co. v. Varnville Furniture Co.*, 237 U. S. 597, 35 Sup. Ct. 715.

But plaintiff contends that the record is conclusive that the jury did not award the penalty, and that the amount of the verdict represents only the value of the flax lost. In this we do not concur. It is impossible from the evidence to say that the penalty was not included. The error, however, does not require a new trial, but may be corrected by a reduction of the verdict.

It is therefore ordered that the order appealed from be reversed and a new trial granted, unless plaintiff shall, within 10 days from the filing of the mandate in the district court, file its consent to deduct from the verdict the sum of \$50. If such consent is so filed, the order will stand affirmed.—154 N. W. Rep. 954.

Guard Unprotected Openings.

Grain Dealers Journal: The suggestion in the Journal Nov. 25 that unprotected openings be closed or well guarded by rails deserves close attention of the elevator operator.

I have had occasion to visit many elevators and mills and have been surprised at the carelessness shown in this matter. Sharp turns in stairs, trap doors and other floor openings are left without any railing or protection whatever.

Recently a heavy-weight traveler from Kansas City fell into one of these floor openings and was severely injured.

While the employees may be perfectly familiar with these openings and run no risk of accident, the owners in justice to themselves and others should see that they are well guarded.—A Kansas Traveler.

I NOT ONLY ENJOY reading the *Grain Dealers Journal*, but get many valuable helps from it. I read with interest the "Asked and Answered" page.—C. E. Dittes, Beardsley, Minn.

Markets Trading in 1,000-Bushel Lots.

TRADE IN WHEAT, CORN AND OATS.

New York, N. Y.—We have not observed that trading on this Exchange in 1,000-bushel lots for future delivery has affected in any way the trading in 5,000-bushel lots. Under our rules trading in 1,000-bushel lots is permitted in wheat, corn and oats. As you are probably aware, trading on our floor in grain for future delivery is of very small volume as compared with such trading on some other Exchanges.—L. R. Howe, Sec'y Produce Exchange.

SMALL LOT TRADES COME FROM HEDGERS.

Duluth, Minn.—Trading in thousand-bushel lots for future delivery upon our Exchange occurs in spring wheat, durum wheat and flaxseed. None of our traders believe that this detracts from the trading in 5,000-bu. lots. Most of the trading in flaxseed is in small lots. In other grains the small lot trading comes mostly from hedging trades. It seems to be the opinion of our traders here that trading in thousand bushel lots is a necessity and is of service to the country dealers in grain.—Chas. F. Macdonald, Sec'y Board of Trade.

1,000-BU. LOT HEDGES COMMON.

Minneapolis, Minn.—Trading in 1,000-bu. lots for future delivery is quite common in our Exchange Room. The practice of farmers' elevator companies' hedging 1,000-bu. purchases is very extensive, and it is a very common thing for commission merchants to have instructions to buy 1,000 bushels of the future when selling a specific car on arrival. The number of sales of 1,000-bu. lots as hedges against farmer elevator companies' purchases is enormous in this market.

Of course, the 1,000-bu. lot trading may have a tendency to encourage incompetent speculators to speculate in futures, and this is to be regretted; but this is equally true whether the incompetent speculator trades in 1,000 or 5,000-bu. lots.—John G. McHugh, Sec'y Chamber of Commerce.

A CONVENIENCE FOR CAR LOT HEDGERS.

Milwaukee, Wis.—The way we look at trading for future delivery in 1,000-bu. lots here at Milwaukee is about like this:

There is a considerable volume of trading here in small lots and we do not see why it is not a perfectly legitimate and proper proceeding. It is certainly a convenience to those who wish to hedge car lots to accept and execute orders for 1,000 bushels and multiples thereof. A large percentage of the futures business in our pit is of that character—mostly in corn and oats.

I do not believe that I can refer to anyone in this market who has any convictions against the practice, for the facilities of this market in that direction are so freely made use of for legitimate hedging purposes.—H. A. Plumb, Sec'y Chamber of Commerce.

SHIPMENTS of wheat and other foodstuffs by the Belgium Relief Commission established a record during December, unparalleled in the history of philanthropy, one shipload for each day of the month clearing at Atlantic ports.

J. P. Griffin Elected President.

Joseph P. Griffin was elected to the presidency of the Chicago Board of Trade on Jan. 3, in one of the liveliest election campaigns in many years. He received a majority of 35 votes over James A. Patten, the total ballots cast numbering 1,119. The many friends of both candidates began electioneering early, and continued "buttonholing" the out-of-town members as they arrived thruout the day. After the excitement of counting the ballots had subsided Mr. Patten was one of the first to congratulate the new president, and promise his support.

Mr. Griffin is a grain man by nature; he has had but two business connections, and both were in the grain trade. He is now only 38 years old, the youngest man ever honored with the presidency of the Chicago Board of Trade.

Mr. Griffin's rise to the present high position has been phenomenal. He was born at Chicago in 1877, and at the age of 13 began work as an office boy with the Glucose Sugar Refining Co., later taken over by the Corn Products Refining Co. Six years later, or while still only a boy of 19, he had achieved the position of manager of the company's grain dep't, that position including the duties of head buyer. He was in close contact always with those who sold grain in large quantities, generally by sample, thus acquiring a knowledge of grain which could have been obtained in no other way.

Mr. Griffin remained with the Glucose Sugar Refining Co. until 1908, or until he was 31 years of age, when he severed that connection to organize the firm of J. P. Griffin & Co. Close attention to the de-

tails of business, together with his earlier thoro training, made a success of his venture from the start. The working energetically for his own interests, Mr. Griffin devoted much attention to the Board of Trade. For three years he was one of its directors, and for the last two years has served as vice-president.

The knowledge gained during his various terms of office, together with his wide experience in all matters pertaining to the grain business, will be of value to Mr. Griffin when he is confronted with the many problems of the world's greatest grain market. His plans for the next year have not been announced, but his many friends predict a prosperous 1916 for the Board of Trade under the Griffin leadership.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

P. R. R. 501803 passed thru Jefferson, Ia., Dec. 28, leaking shelled corn slightly.—D. Milligan Co.

C. & N. W. 85794 passed thru Jefferson, Ia., Dec. 28, leaking wheat very badly at doorpost. Think there was a leak of a bu. every 5 minutes. According to seal records car came from East End, Neb. Had seal No. 6021.—D. Milligan Co.

C. & E. I. 1265 passed thru Morganville, Kan., Dec. 27, in C. R. I. & P. 993, leaking corn badly on side near end.—R. E. Miller.

T. & B. V. 1089 passed thru Danube, Minn., Nov. 27, containing wheat; leaking at side near corner post.—Agt. Crown Elvtr. Co.

N. P. 28471 passed thru Jamestown, N. D., Nov. 27, containing wheat, with one side door open.—Occident Elvtr. Co.

G. N. 120283 passed thru Carbury, N. D., Nov. 25, containing wheat; leaking at end.—Agt. International Elvtr. Co.

N. P. 33388 passed thru Lisbon, N. D., Nov. 24, containing wheat; had bad end leak.—Agt. Andrews Grain Co.

G. N. 16433 passed thru Howard Lake, Minn., Nov. 23, leaking wheat badly at both ends; was spotted on side track and repaired by section crew.—Agt. Cargill Elvtr. Co.

Mil. 50068 passed thru Reeder, N. D., Nov. 23, containing wheat, with broken door post, leaking at all four corners, no door one side and grain boards fully $\frac{1}{4}$ in. from floor, poorest condition possible to hold grain.—Agt. Geo. C. Bagley Elvtr. Co.

Penn 62405 passed thru Olivia, Minn., Nov. 22, containing wheat, leaking at side door.—Agt. Empire Elvtr. Co.

G. N. 17643 and P. & L. E. 30413, passed thru Wagner, Mont., Nov. 22, containing wheat; showing an end leak.—Agt. St. Anthony & Dakota Elvtr. Co.

G. N. 305014 passed thru Wagner, Mont., Nov. 22, containing flaxseed; showing an end leak.—Agt. St. Anthony & Dakota Elvtr. Co.

G. N. 17784 passed thru Doyon, N. D., Nov. 18, with one side door open.—Agt. St. Anthony & Dakota Elvtr. Co.



J. P. Griffin, Chicago, Pres. Board of Trade.

The GRAIN DEALERS JOURNAL.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

CANADA.

Montreal, Que., Dec. 26.—The total exports of all kinds of grain from this port for the season 1915 amounted to 43,166,771 bus.; compared with 74,068,938 bus. for last year, showing a decrease of 30,902,167 bus. Of the above total quantity there were 34,319,628 bus. of wheat exported, a decrease of 26,298,429 bus.; compared with 1914, while oats show a decrease of 1,142,570 bus., and barley a decrease of 3,096,001 bus. There were also 166,375 bus. of corn shipped, against none for last season.—S. M.

COLORADO.

Simla, Colo., Jan. 6.—Grain movement slow account car shortage; elevators full of grain.—E. E. Gray, of C. C. Isely Lumber Co.

ILLINOIS.

Peoria, Ill., Jan. 5.—Large receipts of grain.—S.

Findlay, Ill., Dec. 23.—Corn movement heaviest in our experience.—Findlay Grain Co.

Beecher City, Ill., Dec. 29.—No corn grown; selling now at 70c; no cattle feeding.—Chas. Mann.

Ivesdale, Ill., Jan. 7.—About 1,500 acres of corn still in fields.—T. W. Schultz, agt. Baldwin Elvtr. Co.

Evans sta. (Lincoln p. o.), Ill., Dec. 28.—Not much corn moved.—S. L. Nutty, mgr. Township Line Grain Co.

Dieterich, Ill., Jan. 6.—About 50% wheat still in farmers hands; corn being shipped in from the north; selling at 75c a bu.—P. M. Wendt.

Red Oak, Ill., Jan. 6.—Farmers will feed much of their small grain instead of marketing it on account of failure of corn crop; corn being shipped in and sold to farmers; rye now being marketed; some oats may be marketed later.—C. A. Phillips, agt. B. P. Hill Grain Co.

INDIANA.

Rossville, Ind., Jan. 6.—Quite a bit of corn still in field.—Otto Lefforge.

IOWA.

Lineville, Ia., Jan. 6.—Not much corn to ship out.—J. Jones.

Ocheyedan, Ia., Jan. 5.—Elvtrs. are shipping in corn in this part of Iowa from the south; about 75% oats marketed.—O. B. Callender.

Martins sta. (Gambril p. o.), Ia., Jan. 8.—Little oats marketed; farmers holding account scarcity of corn; what corn is offered for sale is picked up readily by farmers for feed.—L. J. Sheridan, agt. Merchants Elvtr. Co.

Neil sta. (Leland p. o.), Ia., Jan. 3.—Lots of corn shipped in here for feed; not over 10% grown here that will keep for summer feed; farmers holding oats for higher prices.—Chris C. Schulte, agt. Bowles, Billings, Kessler Grain Co.

KANSAS.

Price sta. (Sabetha p. o.), Kan., Dec. 31.—Shipped 30,000 bus. of corn in 3 weeks in December; wheat movement started at \$1 for No. 3 hard wheat.—M. J. Steiner.

MARYLAND.

Big Spring, Md., Jan. 7.—Both wheat and corn seem to be moving steadily from this section.—Guy K. Angle.

Baltimore, Md., Jan. 7.—Grain is backed up for miles on the Western Maryland Ry., due to the embargo.—Guy K. Angle, Big Spring.

MINNESOTA.
Beardsley, Minn., Dec. 30.—Not much grain moving, the roads are good.—C. E. Dittes, Dittes Bros.

MISSOURI.

Jefferson, Mo., Jan. 7.—About 33% wheat still in farmers hands.—John W. Bruce.

MONTANA.

Jefferson Island, Mont., Jan. 3.—About 80% grain sold.—B. F. Antonson.

Chester, Mont., Jan. 6.—Grain movement at present slack account snow and cold weather.—M. H. Lyders, agt. International Elvtr. Co.

Billings, Mont., Dec. 22.—About 40% grain in this state still in farmers hands.—W. P. Ladd, mgr. branch office of H. Poehler Co.

NEBRASKA.

Waco, Neb., Dec. 28.—Farmers selling wheat; corn moving freely.—J. A. Gilbert.

Stratton, Neb., Dec. 18.—About 65% wheat left in farmers hands.—W. C. Dahnke, mgr. Farmers Grain, L. S. & Supply Co.

NORTH DAKOTA.

Ambrose, N. D., Dec. 21.—More grain has been handled up to present time at this station than at corresponding time last year; considerable grain yet to come in; Canadian bonded grain nearly all marketed.—O. Ingmar Oleson, agt. Northland Elvtr. Co.

OHIO.

Bryan, O., Jan. 7.—About 65% oats, 50% corn and 40% wheat still in farmers hands.—Raymond P. Lipe Co.

OKLAHOMA.

Oklahoma, Jan. 3.—About 23% wheat, 64% corn and 42% oats still in farmers hands.—State Board of Agriculture.

Nowata, Okla., Jan. 5.—From 10 to 15% grain still in farmers hands.—W. A. Whitford Grain Co.

WISCONSIN.

Madison, Wis.—On Nov. 1 there was 4.69% of 1915 corn on farms.—Sec'y State Board of Agriculture.

Out-turn of the corn crop in Iowa, South Dakota and southern Minnesota this year is not to be compared with the 1914 crop. Totals of yield estimates from different sections show a big balance in favor of 1914, the average yield this year being 27 bus. per acre, compared with 33 last year. This crop is also lacking in the feeding value of the four former crops. Only 18% can be safely merchandised, and only 56½% has any feeding value, the balance being immature and with a high moisture content. A larger portion than usual will not leave the farms. In many instances it will not be picked, but the cattle turned into the fields instead. About 13% will be shipped to market, 87% being unmerchantable or needed for local requirements. In many instances it will be necessary to ship in corn to supply local demands.—E. P. Bacon & Co.

ARKANSAS RICE is finding a ready market at Nashville, Tenn., one lot of 400,000 bus. recently selling at \$1.10 per bushel.

The Grain Trade's Activity.

	1915.	1914.
WHEAT CROP, U. S., bus.	1,002,029,000	891,017,000
Wheat receipts, primary markets, July 1, 1915, to Jan. 4, 1916, bus.	336,440,000	327,561,000
U. S. wheat exports, July 1, 1915, to Jan. 4, 1916, bus.	161,344,000	165,682,000
Argentine wheat exports, Jan. 1, 1915, to Jan. 4, 1916, bus.	95,120,000	37,903,000
Wheat, visible supply, Jan. 2, 1916, bus.	67,311,000	72,861,000
Canadian visible wheat supply, Jan. 4, 1916, bus.	43,790,000	15,505,000
FLOUR EXPORTS, July 1, 1915, to Jan. 2, 1916, bbls.	7,401,000	7,483,000
OATS CROP, U. S., bus.	1,517,478,000	1,141,060,000
Oats receipts, primary markets, Aug. 1, 1915, to Jan. 4, 1916, bus.	152,659,000	155,681,000
U. S. oats exports, July 1, 1915, to Jan. 2, 1916, bus.	42,711,000	35,280,000
CORN CROP, U. S., bus.	21,081,000	32,956,000
Corn, visible supply, Jan. 4, 1916, bus.	3,090,509,000	2,672,804,000
Corn receipts, primary markets, Nov. 1, 1915, to Jan. 2, 1916, bus.	8,919,000	19,703,000
Argentine corn exports, April 1, 1915, to Jan. 2, 1916, bus.	43,475,000	67,505,000
U. S. corn exports, July 1, 1915, to Jan. 2, 1916, bus.	145,162,000	128,521,000
RYE EXPORTS, U. S., July 1, 1915, to Jan. 2, 1916, bus.	6,920,000	8,345,000
BARLEY EXPORTS, U. S., July 1, 1915, to Jan. 2, 1916, bus.	7,007,000	6,124,000
CHICAGO BOARD OF TRADE CLEARINGS FOR 1915.	\$118,417,845	\$73,899,998

Exports of Grain Weekly.

	Wheat.	Oats.
July 4, '14 to	1915.	1914.
July 3, '15	1915.	1914.
314,473,000	192,348,000	101,585,000
1,890,000	5,758,000	2,410,000
2,049,000	5,087,000	2,829,000
1,548,000	7,711,000	2,680,000
3,809,000	8,196,000	1,846,000
1,971,000	4,347,000	1,382,000
3,841,000	3,425,000	897,000
3,100,000	9,286,000	397,000
4,302,000	8,643,000	290,000
5,317,000	9,019,000	1,700,000
4,788,000	7,440,000	165,000
5,464,000	5,230,000	1,880,000
5,793,000	6,483,000	1,692,000
2,747,000	8,304,000	1,853,000
10,030,000	6,388,000	726,000
8,764,000	4,291,000	2,827,000
8,985,000	4,917,000	1,056,000
30,974,000	5,691,000	1,814,000
8,963,000	5,866,000	1,605,000
10,496,000	7,585,000	1,023,000
7,614,000	5,767,000	1,688,000
8,782,000	5,874,000	2,226,000
9,411,000	9,381,000	2,264,000
8,484,000	5,515,000	2,196,000
8,721,000	9,492,000	1,293,000
5,755,000	5,199,000	2,070,000
7,256,000	5,807,000	2,192,000
Total	164,344,000	170,682,000
	49,811,000	35,275,000

Grain Exports Heavy

THE FRENCH BARK Pierre Antonine has arrived at Portland, Ore., to load a cargo of grain for Europe.

THE STEAMER Ardgarrock, which arrived at Boston on Dec. 23 from London, will carry a full cargo of, wheat on the return voyage.

EXPORTS of wheat from Portland, Me., during December amounted to 4,300,000 bus., 22 steamers clearing for Europe during the month.

THE GREEK steamer Andreas, which recently cleared at Boston for Rotterdam, carried 339,733 bus. of grain, the largest cargo of that freight ever sent from Boston.

HIGH OCEAN freight rates have caused exporters of Portland, Ore., and Tacoma, Wash., to ship at least three trainloads of wheat across the country to Atlantic ports for export.

EXPORTS of grain from Baltimore will be given a big impetus with the arrival of 110 vessels, now bound for that port with miscellaneous freight. It is expected that most of these ships will take out grain.

STEAMERS CATERINO, Bay State and Hesperus cleared at Boston on Christmas Day for Liverpool and Manchester with full cargoes of wheat and miscellaneous freight. The value of the three cargoes was more than \$2,000,000.

VESSELS clearing recently at Philadelphia with wheat for Europe were the Ada for Spezia; Guiseppe for Torre Annunziata; Ryton for Marseilles; Mackinaw for London; Butetown for Cetze; Mesna for Rotterdam, and the West Point for London.

Rye Movement in December.

Receipts and shipments of rye at the various markets during December, 1915, compared with December, 1914, were in bushels, as follows:

	Receipts 1915	Shipments 1914	Receipts 1915	Shipments 1914
Baltimore	779,291	1,357,908	728,833	1,311,721
Chicago	745,000	537,000	780,000	418,000
Milwaukee	556,540	705,970	370,175	707,492
New York	212,650	...	41,804	...
Omaha	205,700	122,100	192,000	90,000
Duluth	154,270	324,596	318,250	316,609
St. Louis	89,100	45,100	94,300	44,770
Cincinnati	82,773	41,809	64,803	15,012
Kansas City	46,200	75,900	44,000	49,500
Detroit	42,000	92,000	32,000	27,000
Wichita	9,000	...	28,000	14,000
Toledo	5,000	21,000	9,500	22,600

Barley Movement in December.

Receipts and shipments of barley at the various markets during December, 1915, compared with December, 1914, were in bushels, as follows:

	Receipts 1915	Shipments 1914	Receipts 1915	Shipments 1914
Chicago	5,298,000	2,781,000	2,010,000	1,235,000
Milwaukee	3,360,568	2,140,040	1,519,637	568,552
Baltimore	1,660,033	372,906	1,603,484	446,704
Winnipeg	1,759,050	256,500	...	...
Duluth	1,594,710	735,628	1,694,893	929,320
New York	1,051,825	...	714,292	...
St. Louis	253,200	304,200	15,920	10,630
Omaha	110,600	77,000	23,000	5,000
Cincinnati	101,300	51,569	3,013	49
Kansas City	92,400	470,400	18,200	526,400
San Francisco, tons	18,027	40,561	...	...
Toledo	...	2,000	...	...
Detroit	...	2,000	...	...

Oats Movement in December.

Receipts and shipments of oats at the various markets during December, 1915, compared with December, 1914, were in bushels, as follows:

	Receipts 1915	Shipments 1914	Receipts 1915	Shipments 1914
Winnipeg	14,038,400	2,028,000	...	...
Chicago	10,243,000	13,194,000	8,023,000	10,176,000
New York	5,225,400	...	2,150,505	...
Milwaukee	3,016,180	2,401,600	2,431,241	2,539,244
Baltimore	1,535,430	2,914,545	2,070,642	3,361,606
Omaha	1,409,300	1,275,000	954,000	1,498,500
St. Louis	1,390,600	1,860,900	852,760	1,325,410
Duluth	579,589	516,111	571,070	145,860
Detroit	557,000	315,000	246,000	25,000
Kansas City	487,900	644,300	307,500	183,000
Cincinnati	410,498	403,503	333,776	193,128
Toledo	252,800	143,900	297,700	145,300
Wichita	15,000	14,700	12,000	10,000
San Francisco, tons	3,365	1,838	55,570	43,505
New Orleans	...	...	...	...

Corn Movement in December.

Receipts and shipments of corn at the various markets during December, 1915, compared with December, 1914, were in bushels, as follows:

	Receipts 1915	Shipments 1914	Receipts 1915	Shipments 1914
Chicago	9,675,000	28,825,000	5,005,000	9,234,000
Omaha	2,710,800	3,247,200	1,326,900	2,609,200
St. Louis	1,579,390	1,584,000	266,140	944,320
Baltimore	1,172,416	2,957,461	164,803	1,835,000
Kansas City	1,123,750	4,427,500	365,250	1,065,000
Cincinnati	1,114,930	887,604	355,186	639,749
Detroit	577,000	696,000	343,000	377,000
Milwaukee	541,875	3,763,800	228,425	3,452,599
New York	496,000	...	98,529	...
Toledo	391,600	466,800	116,900	228,800
Wichita	240,000	240,900	186,000	160,000
San Francisco, tons	516	721	...	...
Galveston	...	...	540,000	...
New Orleans	...	...	510,388	96,585

Wheat Movement in December.

Receipts and shipments of wheat at the various markets during December, 1915, compared with December, 1914, were in bushels, as follows:

	Receipts 1915	Shipments 1914	Receipts 1915	Shipments 1914
Winnipeg	38,617,200	6,399,750	...	...
Duluth	16,244,090	3,980,963	16,022,709	3,847,122
New York	13,498,920	...	15,657,154	...
Chicago	7,570,000	8,563,000	3,499,000	7,858,000
Baltimore	5,813,450	1,701,455	5,432,297	2,097,269
Kansas City	5,775,300	9,124,650	4,972,050	3,475,350
St. Louis	4,158,200	3,389,862	3,209,700	3,356,200
Omaha	3,424,800	2,984,400	2,335,200	2,672,400
Wichita	2,420,000	2,285,200	1,454,000	1,763,800
Toledo	1,480,000	588,000	1,059,000	662,000
Cincinnati	1,314,114	543,505	761,053	234,209
Milwaukee	1,141,300	528,550	468,988	473,347
Detroit	315,000	160,000	189,000	114,000
San Francisco, tons	10,987	7,841	...	...
Galveston	...	...	2,130,502	7,262,649
New Orleans	...	...	2,022,240	8,083,028

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Daysland, Alta., Jan. 6.—Good class of grain here; matures in proper time to escape frost; little hail here.—C. A. Dyke-man.

GEORGIA.

Augusta, Ga., Jan. 6.—Wheat and oats acreage sown fall of 1914 largest ever; think acreage has slightly decreased this year; oat acreage may equal that of 1914; corn crop finest and largest ever.—N. L. Willett.

ILLINOIS.

Dieterich, Ill., Jan. 6.—Oats last year poor quality.—P. M. Wendt.

Red Oak, Ill., Jan. 6.—Corn crop was failure.—C. A. Phillips, agt. B. P. Hill Grain Co.

Ivesdale, Ill., Jan. 7.—Corn averaging 35 bus.; grading mostly No. 4.—P. E. Flavin, mgr. Ivesdale Grain Co.

Peoria, Ill., Jan. 5.—Much wet corn.—S. Duvall sta. (Shelbyville p. o.), Ill., Dec. 31.—Corn grading No. 3.—G.

Evans sta. (Lincoln p. o.), Ill., Dec. 28.—Corn light in weight; not very dry; some grading No. 4.—S. L. Nutty, mgr. Township Line Grain Co.

Beecher City, Ill., Dec. 29.—Having plenty of sleet, snow and rain; now 6 to 8 in. snow on ground; very little wheat sown; early wheat full of fly.—Chas. Mann.

Harmon, Ill., Dec. 27.—Corn yield and quality poor; oats yield good; account rain at harvest time considerable quantity are bin burned.—Geo. W. Hunt, mgr. Farmers Grain & Coal Co.

INDIANA.

Markle, Ind., Jan. 6.—Corn chaffy; contains plenty moisture; heavy snow leaving wheat very tender.—J. F. Plice.

Rossville, Ind., Jan. 6.—Corn in our territory very soft and immature; yield not as good as expected; first car shipped had 24% moisture content; wheat looks good for the time it was sown; weather now bad for wheat; very cold with no snow.—Otto Lefforge.

IOWA.

Ocheyedan, Ia., Jan. 5.—Corn crop total failure.—O. B. Callender.

Akron, Ia., Jan. 8.—About 75% of our corn is worthless.—J. Knudson.

Lineville, Ia., Jan. 6.—Crops not good this year; wheat acreage sown smallest in 5 years; not over 50%—J. Jones.

Lester, Ia., Jan. 6.—Corn quality poor; practically unsalable; contains 40% moisture.—J. A. Sullivan, agt. Atlas Elvtr. Co.

Martins sta. (Cambridge p. o.), Ia., Jan. 8.—Small grain was good; corn light; quality poor.—L. J. Sheridan, agt. Merchants Elvtr. Co.

Kanawha, Ia., Jan. 5.—Corn in this territory poor; will not keep for next summer; oats good; off color a little but good weight.—J. K. Johnson.

KANSAS.

Clearwater, Kan., Jan. 4.—In north Sumner county wheat acreage is about 10% less than last year and 80% of normal crop.—X.

Wellington, Kan., Dec. 22.—Green bugs in 3 out of 4 fields visited; bugs working in wheat fields of Oklahoma, southern Kansas and Texas.—C.

Price sta. (Sabetha p. o.), Kan., Dec. 31.—Our corn fine this year; none wormy or rotten in the early planting; wheat quality poor; seldom a farmer sowed more than 10 to 20 acres; acreage about 50% of average; plant looks good.—M. J. Steiner.

Topeka, Kan., Dec. 29.—Winter and spring wheat yield for Kansas is 95,768,176 bus.; of this 95,141,207 bus. is winter wheat; average yield 12.5 bus.; this is 2nd largest on record. Corn yield 142,653,140 bus.; average yield 31.4 bus. which is highest since 1889. Oats yield 34,304,085 bus.; average yield 24.4 bus.; barley yield 10,405,647 bus.; average yield about 32 bus.; largest in state's history. Fall wheat acreage 8,454,000 acres which is 10.5% less than last year, but far above average; condition 88.4%.—State Board of Agriculture.

MINNESOTA.

Atwater, Minn., Dec. 24.—Corn not of any value here this year; oats good crop.—Harry Mellby.

MONTANA.

Jefferson Island, Mont., Jan. 3.—Crops good.—B. F. Antonsen.

Chester, Mont., Jan. 6.—Considerable acreage destroyed by hail last season.—M. H. Lyders, mgr. International Elvtr. Co.

NEBRASKA.

Waco, Neb., Dec. 28.—Corn wet; in no condition to ship.—J. A. Gilbert.

Fremont, Neb., Jan. 4.—The acreage of wheat somewhat less than last year; prospects fair; no snow covering it and with recent rain, freezing and thawing weather, there may be considerable damage to fall wheat; weather unseasonable for this time of year as we have doors and windows open all over our warehouse and working in our shirt sleeves. The corn crops in northern half of corn belt and especially thruout northern half of Nebraska and nearly all of Iowa are turning out very unsatisfactorily to farmers, nearly all of crops that have been shelled showing a moisture test of 17 to 20% or more. They have all fallen way short of early field estimates when being harvested and cribbed and are shelling out from 25 to 30% short of crib measure, so that even with big crop reported in south half of corn belt, we believe the poor condition and heavy shrinkage in shelling from crib measure, of corn in northern half of corn belt, will bring the total yield in the United States down to 2,500,000,000 bus. or less and poor quality corn at that; none of it grading contract and only a small percentage of it grading No. 3 corn.—Western and Irrigation Co.

NORTH DAKOTA.

Ambrose, N. D., Dec. 21.—Marquis wheat a favorite this year; practically all grades No. 1 hard.—O. Ingmar Oleson, agt. Northland Elvtr. Co.

OKLAHOMA.

Oklahoma, Jan. 3.—Growing condition of winter wheat for December is 80%; present condition compared with corresponding date last year 86%; condition for November 89%; dry weather and insects, principally green bug which has been working in some parts of state hurt wheat; weather good for green bug and if it continues they are sure to get small grains.—State Board of Agriculture.

WISCONSIN.

Madison, Wis.—Owing to abnormally cool season from June to October, particularly during August and September, corn continued its vegetative growth without ripening normally in all sections of state, until killed by frost. On Aug. 30 frost stopped growth of corn and killed leaves thruout the northern section of state and scattered areas of lowlands in other sections. Frost on Sept. 21 killed remainder of corn; as a result only 16% ripened thruout state. Winter wheat yield 25.4 bus.; quality 96.6%; weight per bu. 60.7 lbs.; spring wheat yield 23.5 bus.; quality 96%; weight per bu. 59.9 lbs.; corn yield 45 bus.; quality 65.6%; total acreage matured 16.5%; oats yield 52.3 bus.; quality 99.6%; weight per bu. 36.3 lbs.; rye yield 26.3 bus.; quality 94.8%; weight per bu. 57.1 lbs.; barley yield 37.7 bus.; quality 91.3%; weight per bu. 49.6 lbs.; buckwheat yield 17.2 bus.; quality 86.4%.—Sec'y State Board of Agriculture.

The GRAIN DEALERS JOURNAL.

Compulsory Arbitration.

By Arthur H. Bennett

It is a simple and natural idea, and one that I have had in my mind for a long time, that the subject of arbitration should be so simple and simple the rules when dealing with cases arising from an arbitration.

I am and always have been a firm believer in the right of arbitration of commercial differences between members of the same organization, and I have had much experience in the use of arbitration, and in the use of arbitration in the grain business. I believe that the grain men are better qualified, and are better prepared and more equitable than any general tribunal from a court of law or from Courts and Juries, to decide any technical or legal question as it arises in the course of the business of the trade pertaining to them.

Perhaps I ought not to say this, for I have never lost a case of this kind, either before a jury or an arbitration committee; but my experience has been that the greatest difficulty is encountered in making the Courts and jury grasp the intricate and technical points connected with the general customs of the trade, which an arbitration committee of experienced men already know and do not therefore have to have explained to them. Since such is the case, there can be no question in my mind, that three men who know about such intricacies, technicalities and customs of the trade, who are permitted to weigh and consider all of the evidence, without the "objections" of attorneys or the restrictions of the Court, are better qualified to render a fair and equitable award than can any jury, the majority of whom, it is safe to say, would not know a card-bid, an account-sale, and numerous other documents connected with the grain business, if the same were handed them for inspection.

Notwithstanding these facts, and my adherence to arbitration idea, I think there is much to be learned, and much improvement to be made before the arbitration scheme is perfected. I also think that while in one sense it should be compulsory, in another sense it should be voluntary. Let me explain: There are many commercial organizations, such as boards of trade, commercial exchanges, grain associations, and the like, to some of which doubtless the majority of the men engaged in the grain business in these United States belong, in one way or another. There are a few, however, who prefer to "paddle their own canoe" and are identified with no organization of this nature. It seems to me that the officials of every one of the organizations should co-operate with each other to the intent that there may be embodied into the Constitution and By-laws of each and every such organization, some rule providing that every member of any one of these organizations must and shall arbitrate any difference with any member of any one of these other organizations. If a member refuses to do so he shall be guilty of uncommercial conduct, and not only be suspended from membership in such organization, but also debarred from membership in any of the other organizations, until he has submitted to arbitration the controversy over which his original refusal caused his suspension, and has made good any award that may have been rendered against him thereby.

PREMIUM ON NON-MEMBER-

SHIP: I think it is not right to require a member of any one of these organizations, to which I have referred, to arbitrate a difference with any one who is not a member of some one or more of these organizations referred to, nor with any one who is a member of such an organization, unless the by-laws, rules and regulations of such organization, require its members to arbitrate with the exception of any of these other organizations. I believe that if Mr. X doesn't belong to any one of these many organizations, he is not entitled either to ask or require arbitration with any member of any of such organizations. Indeed, I think it is a good plan, in non-membership, if you will, that the parties are not bound by the rules of any organization, and the arbitration of any claims against them cannot be enforced, therefore they should not be allowed to require it of others. It seems to me that such a rule or practice would be inequitable in the extreme, because it binds one party and does not bind the other.

RECIPROCAL RULES: In like manner it seems to me that no member of any organization should be permitted to require arbitration with any member of any other organization, unless such organization has in its rules and regulations a requirement that its members shall be required to arbitrate with the members of such other organizations when requested to do so. I have in mind at this time an instance where a member of an organization of this nature wanted to arbitrate a matter with a member of another, and through his Secretary made such request, which was granted by the larger organization, and the difference was arbitrated. Several months later, conditions were reversed, the party against whom the case was filed, had occasion to ask for arbitration against the party who filed it, and through his Secretary made a similar request of the Secretary of the smaller organization, but the request was denied under the excuse that the smaller organization had a rule requiring its members to arbitrate with each other, but not necessarily with members of similar organizations, and the aggrieved party had to go to law to obtain his rights. This was eminently unfair.

COURT OF APPEAL: It seems to me that the appeal problem is one of the most difficult. Some think the Arbitration Committee of the National Ass'n should be the Court of highest appeal, but I think this is wrong. The National Committee has all and more than it can attend to already, and is far behind with its work. It would be unfair to burden it with all the appeals that might come to it from the various state and local organizations. Not only so, but the Constitution and By-laws of the National Ass'n provide that the Arbitration Committee of that organization is not the Court of Highest Appeal, but provides that appeal may be taken from it to the Board of Directors. It would therefore seem unwise to make the Arbitration Committee of the National Ass'n the court of final appeal from the awards of State or local organizations. Neither is it at all likely that any Board of Trade of consequence would be willing to make its arbitration cases subject to appeal from its own Arbitration Committee to the Arbitration Committee of the National Ass'n.

As yet I am not satisfied in my own mind what would prove a generally satisfactory plan or arrangement in this matter, and until one is confident in his

own mind, he is not in position to offer suggestions; yet this is unquestionably one of the things that must be settled before the subject of Arbitration reaches the point of perfection to which we aspire.

The most feasible plan that has yet presented itself to me is, that at each annual meeting, each organization, i. e., each Grain Ass'n and Board of Trade, one delegate shall be appointed for the purpose, one delegate from each organization. These delegates, representing each organization throughout the United States, shall meet once each year and elect five good, true men, from various points and localities, and representative of the various branches of the business, as a Court of final appeal, to which all cases of all these Associations, Boards of Trade and Exchanges, shall be appealed, when appeal is necessary. Make the cost of such appeal sufficient to cover the expenses connected with it, and the time of the men upon whom this responsibility is placed. I am well aware there are many things objectionable to such a plan, and for that reason would not offer or suggest as such, but it comes nearer than anything that has yet occurred to me, and by referring to it here, it may, I hope, open the way for some brighter intellect to suggest the perfect way.

In conclusion allow me to say that friendly arbitration of commercial differences is, in my mind, the only right and proper way to adjust them, and it is easy enough to accomplish this between members of one organization, but frequently very difficult to arrange between members of different organizations, therefore I say the plan is yet in its infancy, and deserves the very best thought of which we are capable of giving it. Some satisfactory plan ought to be devised whereby members of different organizations can be brought under its wholesome influences, and required to adjust their differences there instead of before Courts and juries.

Federal Decree Prohibits Call Rule.

Federal Judge Landis entered a decree on Dec. 28 prohibiting the making of price agreements by the Chicago Board of Trade, or any of its members, under the old call rule. The Government has held that this practice operates in restraint of trade, stifling competition, and for that reason is a violation of the Sherman antitrust law.

It was agreed in court that the decree will not be enforced, pending appeal by the Chicago Board of Trade to the Supreme Court.

Henry S. Robbins, attorney for the Board of Trade, refused to comment on the subject other than to say the case will be placed before the Supreme Court at once.

Sec'y Merrill suggests that the real question at issue is to determine whether the Federal Government can control the exchanges of the country operating under state charter and state law. This view of the matter is supported by the fact that the call rule was repealed more than two years before the case was tried by the Government.

I CONSIDER the Grain Dealers Journal a great help in the grain trade.—J. S. Arnold, Kahoka, Mo.

I WOULD not want to be without the Grain Dealers Journal.—W. A. Crumb, Turtle Lake, N. D.

War Affecting the Grain Trade.

Barges in Argentine ports to Liverpool have been requisitioned to Suez Canal, and the grain rate increased to £1.60.

The British Government has set aside \$1,000,000 for the release of persons as well as ships in the ports of Suez to

the British Government, and the amount of grain to be released is to be determined as soon as possible.

Freight rates from New Orleans ports to Bristol Channel on Jan. 1 were fixed at the highest rate so far named, equal to 42 $\frac{1}{2}$ ¢.

WAR RISK insurance on cargoes passing thru the Suez Canal has been fixed by Lloyd's of London at the increased rates becoming effective Dec. 1.

PREMIUMS reserved by the War Risk Insurance Fund since its organization on Sept. 2, 1914, now stand at an amount to \$2,200,000. Total risk is \$82,000,000.

ALL BRITISH ship owners operating vessels between Great Britain and the Argentine Republic have been requested by the Government to load 100% wheat after Feb. 1.

STEAMER DORISBROOK cleared at Portland, Me., recently with a full cargo of wheat for Rotterdam, shipment being made on account of the Belgian Relief Commission.

ROUMANIAN EXPORTERS have arranged for the further sale to Germany of 500,000 tons of grain, payment to be made after shipments have passed the frontier or left a Danube port.

James C. Jones & Co., New York grain and mineral house, have been given charge of 11,000 tons of requisitioned wheat to be shipped as instructed by the Canadian Government.

The British war risk affecting commercial rates has been extended for 30 days. The 30 days being applied to the 100% grain, the others are exempted from the terms of the decree.

The L. & L. Morris Co., Portland, Me., in view of the fact that the cost of Farness, Weymouth, and the like, shipping rates of \$1.10 per bushel of wheat, unless as the case may be, in the European war.

Freight rates on grain from India to Liverpool, effective the date of Gandhi's Hugo, were advanced to £1.60. This is in line with the recent three-fold increase in insurance rates on the Suez Canal.

Barges, a majority of which are of the General freight class, of the Consumer Arbitrators' fleet cleared at Portland, Me., for London on Dec. 12, carrying 120,000 bushels of wheat and 40,000 bushels of oats.

ITALIAN ships have been prohibited from making port calls in less than 50% of the Mediterranean. The removal of neutral elements from fleet and the substitution therefore of inferior fuel oil, is also prohibited.

A CARGO of 135,000 bushels of wheat in the hold of the steamer B. S. Foster cleared at Portland, Me., Dec. 14, for London. The wheat is the property of the British Government, and will be used exclusively to feed the soldiers at war.

TWENTY-SEVEN steamers of the Portuguese Cottoneira and Creole lines have been requisitioned by the Italian Government. These two lines maintain regular sailings between Italy and New Orleans, Galveston, and other Gulf ports.

IN view of the present practically non-existent shipping facilities between the United States and England and the want of room in shipping companies to take the excess trading, certain for the present, should be taken.

The British government of late, wheat at 100% of the cost of Australia has been fixed at 20 shillings per bushel per ton or 80¢ per bushel. These will stand physical losses at a minimum of 10 shillings per bushel. This figure was given by the Government Dec. 28.

Losses of vessels available for shipment from the British fleet are inserting a clause in their contracts specifying that they are not responsible for failure to receive and the charter terms if the ships are required by the Government before they receive a cargo.

CANADA MAY 1st be conserved in accordance with a recent order of the British Government in order to supply the expeditionary forces as fully as possible. The Government expresses the view that this action will not materially affect the price farmers would otherwise have received.

Foreign vessels plying between foreign countries can not continue to do so without permission from the Government. It is believed by many in the export trade that practically all of these vessels will be ordered in Canadian or United States Atlantic ports to load grain requisitioned by the Canadian Government.

Calendars Received.

Wm. Frank & Co., Frankfort, Ind., show a bright colored picture of the Red Mill in the calendar sent the trade this year.

The Universal Portland Cement Co., Chicago, advertises its product in the 1915 calendar it is sending the trade, as "Portland Cement Approved."

The 1915 calendar of the Union Iron Works shows a bird's eye view of the company's plant and includes a complete list of the West on line for grain elevators.

The M. & J. Wilard Milling Co., Wilkes-Barre, Pa., is using the letter of its permanent trademark on the new calendar, which also contains an illustration of the company's 100 years in the milling business.

The White Star Co.'s calendar for 1915 shows a group of sailors over the title "A Political Ring" while under the picture are illustrations of the different types of grain elevators constructed by the company.

D. R. Resser, the grain dealer and grower of Mound City, Ill., will be constantly before the trade during 1915, his calendar containing a large central engraving. The likeness of Mr. Resser is printed in black and white to harmonize with a black ground of setting.

A. T. Ferrell, Ill., is sending the grain trade a Calendar, 1915, with a new three-color design, similar the subject being a small illustration of Christmas turkeys. The picture is taken only A. T. Ferrell and demonstrates that he is as good a photographer as any professional.

The opening of the season from Jewel Moyer, secy. State Board of Agriculture, Columbia, Mo., is a 10 page booklet in green entitled "Missouri in Missouri." Each page contains several picturesque views of agriculture in the state, with a paragraph on the value of Missouri land.

B. C. Moore, President Kansas City Board of Trade.

B. C. Moore, pres., Moore-Seaver Grain Co., Kansas City, Mo., was elected president of the Kansas City Board of Trade at the annual election on Jan. 4. The election was one of the closest in recent years, Mr. Moore's majority being only 19 votes over G. C. Carkener, his opponent.

Mr. Moore is 39 years old, one of the younger members of the Board of Trade. He was born at Kansas City in 1876, and obtained his early training in grain in a clerical position in the office of his father, Col. John W. Moore, who operated the Moore Grain & Elevator Co. He began that work in 1894 and remained with his father for 10 years, withdrawing to organize the Moore Grain Co., which five years later was changed to the Moore-Seaver Grain Co. The company operates the Kansas City Southern Elevator.

Holding office with the Board of Trade is not entirely new to Mr. Moore, as he has served three 2-year terms as director of the institution. He is therefore familiar with the problems confronting the Kansas City trade, and his many friends predict for him a successful term. The engraving shown herewith is from a recent photograph.

McCord & Kelley, Columbus, O., send a Netherlands mill scene on their calendar to the grain trade for 1916.

I HAVE subscribed for the Grain Dealers Journal, along with two other papers, for the last three years, but prefer the Journal to any other grain paper.—E. L. Davis, Eaton & Davis, Edinburg, Ill.



B. C. Moore, Kansas City; Pres. Board of Trade.

The GRAIN DEALERS JOURNAL.

Elevator Observations.

BY TRAVELER.

THE more calls I make at farmers elevators, the more deeply am I impressed by the dissatisfaction prevailing among the managers of co-operative elevators west of the Missouri. I found so many pessimists that I began to wonder what the reason was, and after persistent inquiry and careful observation, I believe I have found the true cause. The directors and stockholders are getting so meddlesome and overbearing that they are making life unbearable for the average manager, and only the most tactful managers express satisfaction with their place and a desire to remain. From what I have learned recently, I believe there will be more changes among the managers the first of the year than ever before in this section. The parsimony of the directors of many companies is also contributing largely to the dissatisfaction. The more efficient managers are either seeking more lucrative positions in other lines or else planning to go into the grain business on their own account.

* * *

BIN BORERS do not often cover their tracks so thoroly as to be able to rob the elevator owner without his discovering it, but one day recently I was invited by a Nebraska grain dealer to inspect a jagged hole made into the 3 inch plank floor of one of his large bins, a leak he did not discover until the bin was emptied. Someone had placed a board slide under the hole, so as to permit the removal of grain from the bin as desired. The first hole was such convincing evidence of the determination of the thieves that other bins were emptied and a second bin found to contain a similar hole. Before leaving the plant, the manager confided to me that he had made up his mind to build a high wire fence about the elevator, with a string of barbs on top. While this is a very unusual experience, it is one every grain dealer can well guard against, by keeping his basement closed against intruders.

* * *

GRAIN CAR DOORS, when scattered about the elevator, or piled carelessly in top heavy tiers, are not only a source of danger to pedestrians wandering that way, but also contribute materially to the increase of the fire hazards of the elevator. The Missouri Pacific R. R., with unusual enterprise, has set railroad ties in the ground about an elevator at Crete, Nebr., thereby facilitating and encouraging the orderly piling up of the grain doors. When once piled the doors do



Protection for Driveway Walls of an Iowa Elevator.

not fall down and are not blown about by the wind.

* * *

SHARP TURNS in the driveway just outside the elevator door often contribute to driveway doors being torn off or the driveway studding being broken and dislodged. At Gilman, Ia., recently in the elevator of Vosburg-Beale Co., I found ample protection for the driveway walls from the wheels and tires of the farmers wagons. The studding was guarded by six heavy pieces of planking, above which an iron guard protruded, and above this guard was a long piece of heavy planking, to prevent the hubs intercepting any of the studding. It is not always possible for dealers to provide a straight driveway for the wagons until building has been cleared. In such cases it is almost necessary to provide some protection, unless they are willing that the careless farmer drivers tear down the building.

* * *

FLAT SHINGLE ROOFS on grain elevators would seem to be inviting locomotive sparks with sufficient fervor to guarantee an early fire, but at Luverne, Minn., recently I found an elevator surrounded by a thick growth of dry weeds and piled right up against it was a lot of cord wood. I have been watching the fire reports of the trade journals for some time, feeling certain that I should soon learn of this plant's being reduced to ashes, but if these reports are complete, the plant is still standing. The

elevator man who carelessly permits all kinds of rubbish to be piled about his wood covered elevator cannot be expected to exercise greater care in eliminating fire hazards from the interior of the plant. Another bad feature I noticed at this elevator was several window panes broken out, so that sparks had easy access to the upper floors of the elevator.

* * *

EXPOSED MACHINERY, especially on the outside of the elevator, is absolutely inexcusable. The curiosity of children who must frequently pass that way will eventually result in some poor child being trapped and killed, much to the chagrin of the elevator owner. If machinery must be put up on the outside, guard it well against meddlers, because the elevator owner will be held to blame, even tho the entire side of the house were covered with one sign warning, "TRESPASSERS BEWARE." On the outside of an elevator at Dillon, Ia., is a sprocket wheel and chain inviting the attention of every child who passes that way.

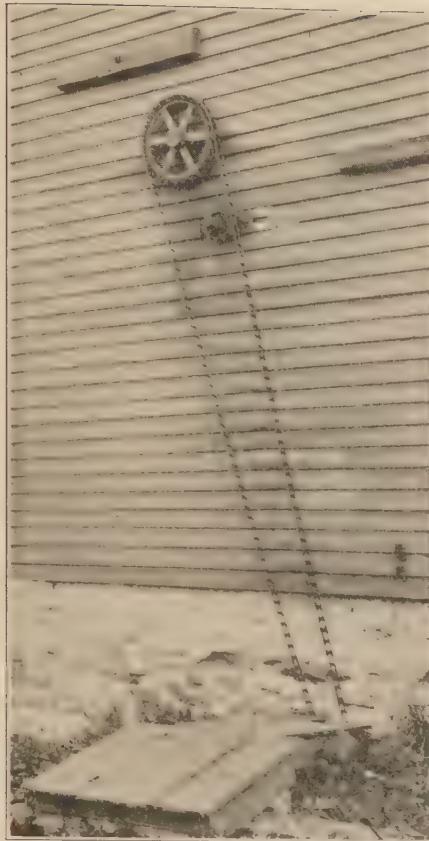
* * *

BELTING discarded and thrown into the dump pile back of the elevator adds nothing to the attractiveness of the plant, neither does it work an economy. I am finding more and more elevator men along the way who are wisely protecting their driveways from the wear of the wagon wheels, by nailing down discarded belting. This not only makes it easier



Discarded Belting Which Might be Used on Driveway Floors.

Cord Wood Piled Against a Minnesota Elevator



Exposed Machinery at an Iowa Elevator.

for the horses to pull the load up to the dump, but it materially prolongs the life of the driveway floor.

* * *

THE LOWEST BID for a new elevator is always the most attractive to the inexperienced and the thoughtless, hence it was but natural that the farmers at Clyde, Kansas, turned down a bid of \$6,300 for a good 25,000 bu. wood elevator and accepted the offer of a silo builder, who promised to give them a 30,000 bu. fireproof building for the same money. While the bins have concrete walls, the plant contains so much wood (the cupola is of wood) that the insurance companies making a specialty of this class of risks, seem to consider it undesirable. Before one of the bins had been more than partly loaded, its bottom fell out, and investigation developed the fact that the reinforcing of the bins was made up of woven wire fencing and a few $\frac{3}{8}$ inch bars, so it seems decidedly doubtful that the owners of the new concrete silo elevator will dare load their plant to its capacity. A concrete bin which is strong enough to retain ensilage, cannot be expected to withstand the lateral stress of stored grain, and the grain dealers who expect to substitute the ordinary silo for the storage of grain will make a very expensive mistake, as few silo walls will ever be found strong enough to withstand the pressure of the grain.

* * *

SEPARATING corn from wheat is a very simple operation, if the elevator operator is equipped with the proper screens for making the separation. At Monowi, Nebr., recently I watched Z. L. Miller run a lot of corn mixed wheat over a screen placed in the driveway above the dump. He said the apparatus was his own invention and anyone who desired might use it. He had a wire screen with wires

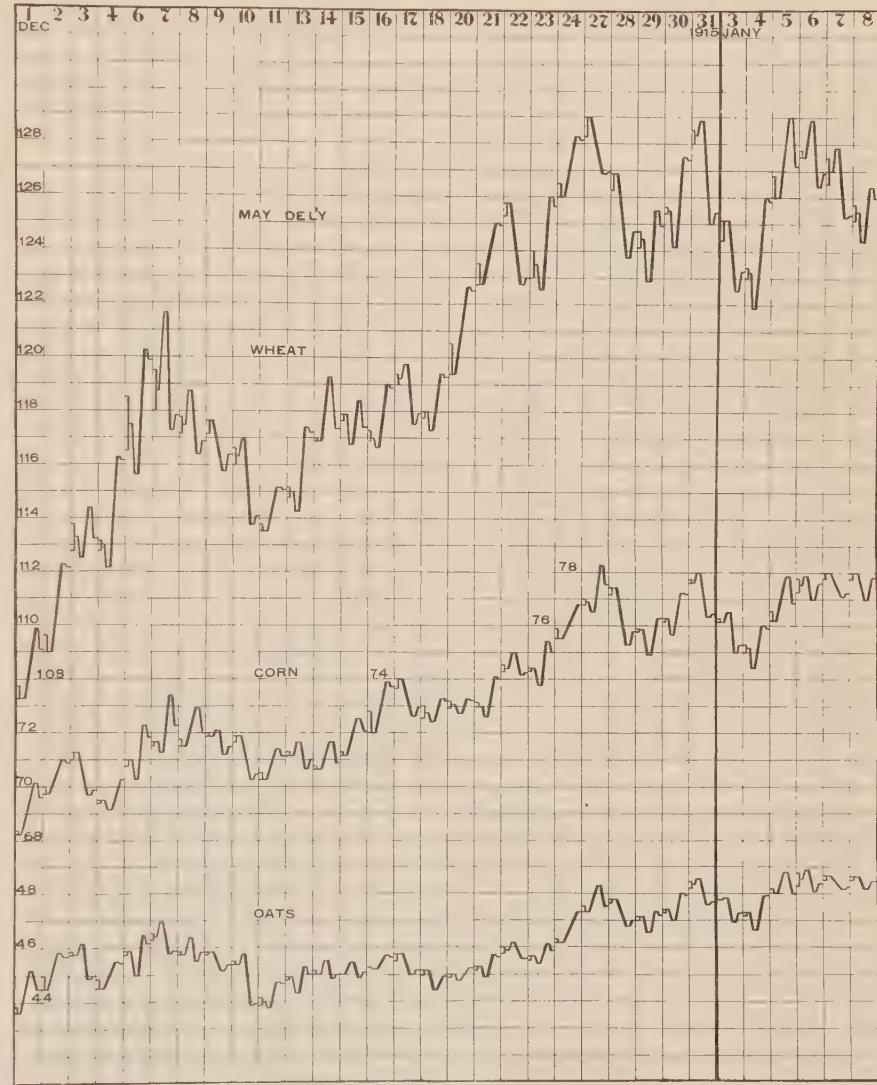
about 1/6th of an inch apart one way and $\frac{3}{4}$ ths of an inch apart the other way. The wheat fell thru to the dump, while the corn was diverted to the furthest dump sink, no power being necessary excepting to re-elevate the two kinds of grain to their respective bins.

THE OUTLET for corn is very limited this year and we find about the only hope for higher prices is the possibility of large export business, or that wheat will go skyward and carry corn prices with it. There is need abroad of large amounts of our corn, but is there ocean room to transport it? Another potent factor is that our large hog population is

being reduced as fast as transportation facilities will permit and the heaviest hog movement on record speaks loudly of inability of farmers to feed 70c corn to 6c pork.—W. H. Perrine & Co.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for May delivery at Chicago during December, and part of January, are given on the chart herewith:



Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.

	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Jan.	Jan.	Jan.	Jan.	Jan.	Jan.
Chicago	128 1/2	126 1/2	124 5/8	124 1/8	127 3/8	125 3/8	123 1/4	125 3/4	127 1/8	126 7/8	125 1/4	126	
Minneapolis	122 3/4	122	119 3/4	120 1/2	123 1/4	121 1/4	119 5/8	122 7/8	121	124 1/8	122 1/2	123 1/8	
Duluth	123 1/8	122 1/4	120 1/4	120 5/8	123 1/8	121 1/4	120	123 1/8	121 1/4	121 1/2	122 1/2	123 1/4	
St. Louis	123 1/2	122 3/8	120	120	122 1/4	121 1/4	119 1/4	121 1/8	122 7/8	122 7/8	121 1/4	122	
Kansas City	118 1/2	117 5/8	115 1/2	115 3/8	117 7/8	116 3/8	114 1/8	116 1/2	117 5/8	117 5/8	116 1/8	116 5/8	
Milwaukee	128 1/8	126 7/8	124 9/8	125	127 3/8	125 3/8	123 3/8	125 3/8	125 3/8	125 3/8	125 1/4	126	
Toledo	134 1/4	134 1/4	132 5/8	132 1/2	135 1/4	133	130 1/2	133 1/2	131 1/2	131 1/2	134 1/2	133 1/2	
*Baltimore	132 1/2	131	128 3/4	128 5/8	129	126 1/4	129	131 1/4	131 1/2	131 1/2	130	130 1/2	
Winnipeg	121 1/4	120 1/2	118 3/4	118 1/2	120 3/4	120	118 1/4	121	122	121 1/4	120 1/2	121	

MAY CORN.

Chicago	76 1/2	77 1/2	75 3/4	76 1/4	77 1/2	76 3/8	75 1/4	75 5/8	76 3/4	77 1/2	77 1/2	77 3/4
Kansas City	72 1/2	73 1/8	71 1/8	71 1/8	72 1/2	72	70 1/8	71 1/8	72 1/2	73	72 1/2	73 1/8
St. Louis	74 1/8	75 1/2	73 1/2	74 1/8	74 1/8	78 1/8	73 1/8	73 1/8	74 1/8	75 1/4	74 1/8	75 1/8

*December delivery to Jan. 3; then January.

Feedstuffs

W.M. KING has purchased the feed mill of Ray Howland, Almont, Mich.

OSCOLA, IA., Dec. 31.—We are going out of the feed business.—Mullen Bros.

THE GATEWAY Milling Co., Kansas City, Mo., is planning the erection of a new feed mill.

AN ALFALFA feed milling plant will be constructed at Straw, Mont., by R. M. Wise and others.

THE ALFALFA Milling Co., Emporia, Kan., has installed a new alfalfa feed grinder in its mill.

OLDHAM & MILLER, Earlington, Ky., have purchased a mill for the grinding of chicken feed and chops.

THE ELDAD Milling Co., feed manufacturers at Buffalo, N. Y., is erecting a 4-story concrete warehouse at an expenditure of \$20,000.

THE GOLDEN Grain Cereal Co., Nashville, Tenn., has been incorporated with \$150,000, to manufacture live stock feed and table foods.

THE CARLOAD minimum on millfeed on north coast railroad lines was increased recently from 30,000 to 40,000 lbs., effective Mar. 1 in local territory.

J. H. JONES and others of Louisville, Ky., have incorporated the J. H. Jones Co., with \$30,000 capital stock, for the manufacture and sale of feed.

THE ARCADY FARMS MILLING CO., feed manufacturers of Rondout, Ill., has purchased outright the Atlantic Elevator of the Hooper Grain Co., Chicago.

MACHINERY being installed in the 4-story plant of the Champion Feed Milling Co., Lyons, Ia., is expected to double the present capacity of the mill.

A FULL CARGO of feed barley was loaded late in December at the new Western Maryland Elevator at Baltimore, the grain clearing for export in the steamer Glenrazn.

A 10-ACRE SITE near Mesquite, N. M., has been purchased by Mrs. Margaret La Masters. An alfalfa mill with capacity of two carloads per day will soon be constructed.

FIRE destroyed the feed mill of the Ubiko Milling Co., Cincinnati, O., on Dec. 30, the loss being estimated at \$100,000, fully covered by insurance. The cause is unknown.

N. F. Gorsuch, prominent in the feed trade at Kansas City, Mo., died recently at his home in that city at the age of 70. Mr. Gorsuch was associated with the Gateway Milling Co.

REPRESENTATIVE CARY's bill which seeks to end the war in 30 days provides for an embargo on the export of all foodstuffs and grain for feeding animals.—P. Damages of \$275 is asked.

THE JONES Milling Co., feed manufacturers of Wichita, Kan., has brot suit against the Wichita Flour Mills Co., alleging that a carload of corn, recently purchased, was not up to contract grade.

THE FEED MILL and elevator of Logan & Co., and W. R. Tate & Co., East Nashville, Tenn., were recently destroyed by fire, the loss being estimated at \$70,000. Business is being continued in temporary quarters. The plants will be rebuilt at once.

THE M. C. PETERS Mill Co. has under construction at Omaha, Neb., a new steel tank for the storage of molasses. A special office building is also being erected at the plant, to be ready for occupancy within 90 days.

KANSAS produced 30,236,000 bus. of sorghum grain during 1915, while the forage after harvesting the grain amounted to 3,320,000 tons. The value of the grain was \$13,896,000 and the forage \$6,411,000.

E. S. DIXON & Co., Houston, Tex., will replace their recently burned plant with a three-story, iron-clad warehouse, 30,000 bus. bin capacity, and modern machinery for the manufacture of steam cooked molasses feed.

E. G. DUCKWALL & Co., Louisville, Ky., feed dealers, have increased the capacity of their elevator from 15,000 to 30,000 bus., which with the warehousing space gives the firm a total storage capacity for 160,000 bus. of grain.

THE HARMON-WALLACE Milling Co., Indianapolis, Ind., has been incorporated with \$15,000 capital stock to manufacture feed and other grain products. Incorporators are J. W. Harmon, Harvey Harmon and David Wallace.

B. F. METZER and others of Norfolk, Va., have incorporated the Norfolk Feed Milling Co., with capital stock of \$25,000. The company has leased a two-story brick structure and will install machinery for the manufacture of molasses feed.

THE VALLEY City Milling Co., Grand Rapids, Mich., has just registered the trade-mark "Rowena," covering its feed and other cereal products, in Germany and France. The name will be registered in other leading countries of the world.

THE M. C. PETERS Mill Co., Omaha, Neb., held a convention for its salesmen at the New Fontenelle Hotel Dec. 28, 29 and 30. One of the features of the meeting was a trip thru the Peters plant, where many improvements have recently been made.

IVORY NUT MEAL, which is used in some mixed feeds, is prepared by pulverizing either the whole nut or the cuttings from the manufacture of buttons from the ivory nut. The product, tho of a hard and bony texture, possesses feeding value when finely ground.

TWO TANKS for the storage of molasses from Cuba will be built by the Florida East Coast Ry., at Key West, Fla. Each tank will be 78 feet in diameter by 30 feet high with capacity of 1,000,000 gallons. Cost of the tanks, including pumps and piping, will be \$29,000.

GROUND SCREENINGS, said to make an excellent stock or poultry feed, is being offered by the Canadian Government Elevators at Moose Jaw, Saskatoon and Calgary at prices ranging from \$15 to \$17 per ton f. o. b. elevators. Prices include grinding and sacking.

ERGOT in mill oats, or feed manufactured from such oats, is considered by the Buro of Chemistry as a poisonous fungus, and the Buro will condemn as adulterated any cattle or poultry feeds containing such amounts of ergot as to render them injurious to animal health.

THE PROPOSAL of the carriers to advance the classification of feed and other grain products from fifth to fourth class has been suspended by the Interstate Commerce Commission, pending hearing. The proposed change would have resulted in a general increase in freight rates of 25%.

T. J. THOMPSON, pres. of the North Star Feed & Cereal Co., Minneapolis, Minn., died Jan. 2 at the age of 62 years. Mr. Thompson was stricken with pneumonia on Christmas Day, after being in ill health for several years, and this quickly resulted in death. Mr. Thompson was a charter member of the Minneapolis Chamber of Commerce.

DEPUTY ATTORNEY Gen'l W. M. Hargest has upheld the right of the state of Pennsylvania to inspect food products shipped from other states in conformity with the National Food and Drugs Act. The ruling was rendered upon the statement of manufacturers that the products complied with national laws and were therefore exempt from state inspection.

A BIG SHORTAGE of jute feed bags is threatened by the recent sinking of a steamer carrying 12,000,000 yards of the product from India to Europe. The activity of submarines about the Suez Canal will no doubt increase this shortage. Stocks in the United States are said to be sufficient for about six weeks, after which cotton bags will be used almost exclusively. This has resulted in a corresponding advance in the price of cotton bags.

Feedstuffs Movement in December.

Receipts and shipments of feeding stuffs at the various markets during December, 1915, compared with December, 1914, were as follows:

	Receipts	Shipments		
	1915	1914	1915	1914
Chi., lbs.	58,459,000	45,621,000	107,356,000	76,313,000
St. Louis, sacks	166,590	103,330	106,250	82,780
Mil., tons	17,735	21,870	35,546	28,283
N. Y., tons	1,767	.....	225	.....
San Francisco, tons	1,396	916	.....	.....

THE PHILADELPHIA Seed Co., Philadelphia, Pa., has increased its capital stock from \$25,000 to \$50,000, all paid in. Officers of the company are A. Neal, pres. and treas., and J. C. Rupp, sec'y.

SPANISH IMPORTS of wheat during September amounted to 11,281 metric tons, all of which came from the United States. Imports of corn amounted to 26,745 tons, but nearly all of that was of South American origin.

PHILADELPHIA has booked the following vessels for prompt loading of grain, the total export cargoes amounting to more than 2,000,000 bus.: Aquila for England, Buxton for the Continent, Daolaise for London, E. S. de Perez, the Etna, Castlemoor, Jupiter and Katherine Park for the Mediterranean, Sorland and Mar Mediterranean for the United Kingdom and the Continent.

THE NEW RATE of 6c per bushel on wheat from Quebec to Armstrong, over the National Transcontinental Ry., recently ordered by the Canadian Government, is a 50% reduction from the former rate, and railway officials of other roads are considering the advisability of meeting the reduction. The new rate promises to keep a vast volume of grain moving to seaboard all winter, this being regarded by many as a carefully arranged part of the Government's plan to care for the requisitioned wheat. The 6c rate does not apply east from Armstrong, according to Ottawa reports, but a movement is on foot to obtain a reduction in the rate on that grain also. In this connection further important negotiations are necessary, presumably dealing with the motive power and cars used for the traffic.

A 50,000 Bu. North Dakota Elevator.

The elevator of the Farmers Union Elevator Co., at Dickinson, N. D., completed Nov. 1, is now operating in full swing and Manager J. P. Havens reports that altho the plant was erected in record time it is giving the best of results. When the company was organized the stockholders discussed the purchase of one of the plants already at Dickinson, but owing to existing conditions and the annual increase in the yields about that town, the company voted a \$12,000 expenditure for a new elevator.

The house has an actual capacity of 50,000 bus., and is divided into 12 bins, three on each side, and six above the working floor, all with hopper bottoms. The foundation is of concrete, resting upon immense concrete slabs placed at either end of the working floor, and reinforced with steel. The driveway and office foundation are also of concrete.

Resting upon the foundation is 35 feet of 2x6 inch cribbing and above that, 29 feet of 2x4 inch cribbing. To support the overhead bin timbers 15 feet of 2x8 inch cribbing is used on each side of the working floor. The cribbing on all exposed parts of the building has been covered with galvanized iron.

The elevator is equipped with two legs containing 11x6 inch buckets on heavy rubber belts. A large platform dump scale in the driveway drops the grain into a pit connected with both legs, enabling the operator to draw from the pit to either leg, or to both simultaneously. The back pits are equipped in the same manner. A No. 60 cleaner is equipped with gangs for both wheat and flax, and a screening pit, under the cleaner, connects with the two back pits.

A 1,500 bu. Richardson Automatic Scale is installed on the working floor, so arranged that grain may be weighed from any bin in the house without re-elevating. The side bins are fitted with Gerber standard sidebin turnheads while the overhead bins are fitted with the standard swivel cast iron turnheads. All steel transfer spouts on the working floor are made adjustable to fit any of these turnheads.

The boot on each leg is fitted with automatic self-adjusted takeups, removing the belt strain, increasing the elevating capacity, and overcoming the necessity for frequently shortening the belt. The heads are equipped with the Ibberson Special Head Telescopes, providing for any settling which may occur. Gerber 9 inch Distributors are fitted to the heads, while the head pulleys have Strong-Scott Head Backstops, preventing the legs from reversing. The spouting floor in the cupola is so arranged with a double system of spouting that grain may be spouted to any bin in the house from one or both legs at the same time. Grain is spouted to cars thru an 8 $\frac{1}{4}$ inch well-casing.

A Strong-Scott Manlift provides easy access from the working floor to the cupola. This, and other machinery in the plant, is electrically driven. Two 7 $\frac{1}{2}$ h. p. General Electric Motors are used in the cupola, one for each leg; a 5 h. p. General Electric Motor, hung in the overhead timbers of the working floor operates the cleaner, drive belts being of the endless double leather type. Starters for the motors are located on the working floor, and all wiring, both for motors and lights, is within conduit. Bins are wired with the Ibberson Patent Bin Alarm System, operating from the working floor

with cut-out switches. All outside windows are covered with a wire screen.

THE DRIVEWAY doors are hung on rollers, with a round track. The driveway is extra wide, 14 feet at the approach and exit, and 18 feet opposite the scale and building. It contains a wagon scale, 16x8 feet, fitted with platform dump. Concrete wings or retaining walls are placed at both ends of the driveway to retain the dirt fills. A 1 $\frac{1}{2}$ inch pipe has been built into these walls and serves as a neat and substantial railing.

THE OFFICE has been made exceptionally large, 16x32 feet, with a partition dividing it into two sections, one of which is used as a private office. The walls are covered with beaded iron ceiling, painted a light gray color. Windows and doors have neatly painted wooden casings, while the flooring is of hard wood and oiled. The outside walls are covered with iron. Lumber used thruout the plant is all western material and of good quality. Roofs of the elevator and office are of galvanized iron, standing seam, over shiplap, with heavy paper between.

The plant was built by T. E. Ibberson, who employed a large force of men to rush construction. While the contract for the building was not awarded until after harvest had started the company believes it lost very little business, due to the speed with which the elevator was put up.

I LIKE the Grain Dealers Journal and believe everyone in the grain business should read it.—J. J. Noble, sup't, Cavers Sturtevant Co., Underwood, Ia.

I LIKE the Grain Dealers Journal better than any grain paper I have seen.—C. M. Bolon, mgr., Marsh Farmers Elevator Co., Marsh, Ia.

Coming Conventions.

Jan. 19-20.—Indiana Grain Dealers Ass'n at Indianapolis, Ind.

Jan. 20-21.—Council of Grain Exchanges at Chicago, Ill.

Jan. 25-27.—Farmers Grain Dealers Ass'n of South Dakota at Watertown, S. D.

Jan. 26-27.—Missouri Grain Dealers Ass'n at St. Louis.

Feb. 3.—Michigan Hay & Grain Ass'n at Saginaw, Mich.

Feb. 9-11.—Illinois Farmers Grain Dealers Ass'n at Bloomington.

Feb. 15-17.—Iowa Farmers Grain Dealers Ass'n at Des Moines, Ia.

Feb. 29, Mar. 1-2.—North Dakota Farmers Grain Dealers Ass'n at Grand Forks, N. D.

May 9-10.—Illinois Grain Dealers Ass'n at Decatur, Ill.

July 11-13.—National Hay Ass'n at Cedar Point, O.

I THINK MORE of the Journal every year, and do not want to be without it.—N. C. Wilkinson, Gaza, Ia.

THE SUPERINTENDENCE Co., New York, N. Y., has been incorporated by H. P. Winans, J. A. Dilkes and F. C. Pitcher, for the discharge, shipment and weighing of grain cargoes; capital stock, \$50,000.

THE CURTIS BILL, recently introduced into Congress, is modeled after the Kansas grading system, and provides for the payment of federal inspectors from fees collected for their services thruout the country. The Bill authorizes the Sec'y of Agriculture to appoint inspectors, fix grades and make rules for inspection of grain. Violations of the law, should the measure be passed, are made a crime.



Elevator of the Farmers Union Elvtr. Co., Dickinson, N. D.

The GRAIN DEALERS JOURNAL.

Grain Carriers

A SUIT has been filed by the Grain Dealers Export Co., Winnipeg, Can., against the Canada Steamships Co., Ltd., for damages of \$18,000 to a cargo of wheat on the barge Moravia.

THE ARRIVAL of many vessels at New York News is enabling exporters at that port to accept grain more freely. The embargo of the Chesapeake & Ohio Ry. on wheat and oats was raised Dec. 29.

AN EMBARGO was placed on shipments of export grain to Baltimore on Jan. 4 by the Western Maryland Ry. Nearly 1,000 bus. of grain were at the port on that day awaiting the arrival of ships.

D. P. CHINDBLOM, asst. sec'y, National Industrial Traffic League, with headquarters at Chicago, has accepted a position as organizer and director of the traffic dept. Chamber of Commerce, Rochester, N. Y.

SHIP CHARTER rates for sailing vessels at Portland, Ore., recently reached the highest mark of the season, one grain firm chartering a ship at 110s for a cargo of grain to Europe, nearly 70 cents per bushel.

TO CARRY GRAIN at the prevailing high rates, the steamer Venezuela is having removed all of the fittings used in the passenger service. As a freighter the vessel will have a capacity of 300,000 bushels.

THE INTERSTATE Commerce Commission has suspended until April 30 the proposed increased rates which called for withdrawal of transit rules on grain at Buffalo. The rates were to have become effective Jan. 1.

THE MISSOURI Public Service Commission has suspended until Mar. 1 the application of the rate schedules prescribed in the general rates decision of the Commission, which were to become effective Jan. 1.

MILWAUKEE Chamber of Commerce has directed its traffic manager, Geo. A. Schroeder, to confer with officials of eastern railroads to find, if possible, a way of operating railroad owned lake vessels next season.

OWING to the acute car shortage, many elevators in the vicinity of Bellaire, Kan., were unable to accept any new corn late in December. Farmers not having their corn contracted were compelled to haul the grain back to the farm.

THE PROPOSAL of railroads in official classification territory to change the classification of grain products in less than carloads from fifth to fourth class, has been found not justified by the Interstate Commerce Commission.

DEMURRAGE at the rate of \$500 per day will be charged by the Norwegian steamer Grontoft, which was held for more than a week, fully loaded, in the lower harbor at Portland, Me., awaiting shipping instructions from the exporter.

AN EMBARGO has been placed by the Rock Island on shipments of grain to Galveston, Tex., due, it is said, to congestion at that port. Arrival of vessels is too slow to permit shipments of the large quantities of wheat held on track.

A TEMPORARY EMBARGO has been declared against grain moving east from Keweenaw, Wis., by the Ann Arbor car ferries. This will necessitate the shipment of that grain thru Chicago, resulting in increased freight rates. The congested condition of eastern ports is given as the cause of the embargo.

SHIPPERS of Birmingham, Ala., are profiting by the delay of carriers in issuing new tariffs on grain and other products. All of the other tariffs will be issued shortly, and in the meantime dealers are shipping under the old tariffs.—S.

REPRESENTATIVE STEENERSON has introduced a bill giving state courts jurisdiction in interstate commerce complaints. The present law compels shippers to file complaints with the Interstate Commerce Commission or bring suit in the federal district courts.

CHAPMAN, KAN.—The owners of the elvtrs. at this place, Alida, Detroit and Wakefield were forced recently to ask the farmers not to bring in any more corn until the railroads furnished them more cars, as the elvtrs. are filled to their capacity with corn.

THE INTERSTATE COMMERCE Commission has declined to suspend the schedules of the Pennsylvania, New York Central and other trunk line railways which provide for a reduction of the free time allowance on export grain at Atlantic ports from 30 to 15 days.

THE INTERSTATE Commerce Commission will conduct a hearing at Chicago Feb. 12 on the application of the C. G. W., C. & E. I., and Wabash Rys., to establish rates on grain and seeds from Minneapolis, when originating beyond, to St. Louis and other points.—P.

ALL EXPORT freight at Philadelphia, except bulk grain, which is to be reshipped from any point other than Philadelphia stations, will be held in that city for a period not exceeding 15 days, after which storage charges will accrue for the owner. The rule was made effective Jan. 1.

THE GRAND TRUNK Pacific and Canadian Northern Rys. recently declared a temporary embargo against grain traffic from the west to Fort William and Port Arthur, the plan being a precautionary measure on account of the congestion of freight at all eastern ports other than Halifax and Portland.

A HEARING on the relation which the Cummins amendment to the interstate commerce act bears to various B's/L, will be held at Chicago on Feb. 2 by the Interstate Commerce Commission. This is the first of a series of hearings which the Commission will hold on the subject throughout the country.

THE INTERSTATE Commerce Commission has held that the proposed increased rates on grain and grain products from Central Freight Ass'n territory and other points to Atlantic ports for export are not justified, and the tariffs have been ordered cancelled. The tariffs proposed increases of $\frac{1}{2}c$ to 2c per 100 lbs. and would have become effective on dates from April 15 to June 10, 1915, but were ordered suspended to Aug. 13, 1915, and later until Feb. 13, 1916.

FAILURE of car supply is often due to failure of car movement. Railway agents, in addition to seeing that equipment is promptly loaded or unloaded, should be careful to minimize errors in loading, billing and handling of cars in order that they may be given the best possible movement. This has fully as much bearing on the release of equipment as the question of loading or unloading. If all concerned join in the handling of shipments as specified it is believed the supply of cars will be sufficient to handle all traffic.—A. C. Tumy, G. F. A., Monon Ry.

SIMLA, COLO., Jan. 6.—The Rock Island has not furnished a car here in two weeks and the elevators are full of grain.—E. E. Gray, mgr., C. C. Isely Lumber Co.

NET EARNINGS for November of 78 carriers which have filed reports with the Interstate Commerce Commission, average \$542 per mile, compared with \$294 per mile for the same month last year. Eastern territory showed the largest increase, reaching \$712, compared with \$351 a year ago. Southern territory increased from \$225 to \$433 and western territory from \$269 to \$443.

SWITCHING CHARGES for "run-by and set back" grain, included in the application for increased rates by the western railroads, have been found justified by the Interstate Commerce Commission. The charges were opposed by the Omaha Grain Exchange. The rule provides that where cars are loaded with grain or seeds and set back on account of errors for which the carrier is not responsible, a charge of \$2 per car will be assessed.

THE INTERSTATE Commerce Commission has ordered the following refunds for overcharges on grain shipments: L. & N., \$12 to the Union Grain Co., oats and corn from Cincinnati to Kentucky, and \$4 to the Canadian Mill & Elevator Co., wheat between Oklahoma points; St. L. S. W., \$87 to W. H. Wright Grain Co., rye between Missouri points; C. M. & St. P., \$27.50 to F. A. Pierce Co., grain screenings from Minneapolis and Duluth to Wisconsin; L. & N., \$19 to W. N. Gray, corn from Illinois to Indiana.—P.

MORE THAN 9,800 loaded cars are reported to be on the Canadian Pacific Ry. tracks in the west. The road had 1,300 loaded grain cars in its Fort William yard on Jan. 1 and more than 1,200 cars of miscellaneous freight in the Montreal yards. The road is therefore refusing to start shipments east until it is possible to have the cars unloaded. Some have suggested the establishing of emergency rates on grain from the west to Montreal and Quebec in order that the elevator space there might be used for winter storage of grain.

SUGGESTIONS to shippers which might help improve the present congestion on nearly all railways, were recently published by the General Managers Ass'n of Chicago, as follows: Load and unload all cars as quickly as possible; load all cars to full capacity; anticipate the disposition of freight before its arrival; only order such cars as can be loaded promptly; do not order special type of car when ordinary type will answer the purpose and reduce to the minimum the practice of billing cars to intermediate points to be held for reconsignment.

THE TRUNK LINES special com'ite, investigating the present congestion of freight, made public the following report at New York, Jan. 7: Much delay is experienced owing to detention of lighters and barges alongside of ocean vessels. Within the last day or two 70 lighters and barges have waited their turn at the ships of one line. Some steamship lines have over-contracted their space engagements running into future months. Where freight so contracted is started from western points the railroads are compelled to hold the cars, awaiting convenience of steamships. Unless relief can be had from these conditions it may be necessary to embargo shipments consigned for delivery to particular ocean lines.

H. F. Langenberg Dead.

Henry F. Langenberg, St. Louis, Mo., who died suddenly of heart disease on Dec. 18, was one of the most prominent members of the Merchants Exchange. While it was generally known that he was not in good health, the news of his death was unexpected by his many friends in the trade.

Mr. Langenberg suffered a break down in February, 1915, and for a time was seriously ill, but during the summer and fall his condition gradually improved. With the return of his strength he resumed his place at the office for a few hours on several days each week, and on two occasions even visited his friends on the Exchange floor.

On the day of his death Mr. Langenberg was in excellent spirits, and accompanied Mrs. Langenberg on a drive. Immediately after dinner he went to his room where he died with a sudden attack of heart failure.

During his long enforced absence from the office the business was conducted by his sons, Harry H. and C. H. Langenberg, his nephew, F. W. Langenberg, and Dan S. Mullally, all of whom have been associated with the firm for the last 15 years.

Mr. Langenberg was born in Gasconade County, Mo., Aug. 18, 1846. He received a public school education and in 1877 moved to St. Louis, entering the grain business as Doling, Langenberg & Co. His brother, Geo. F. Langenberg, and brother-in-law, W. J. Haynes, later became associated with him, and the firm name was changed to Langenberg Bros. & Co.

Throughout his life Mr. Langenberg was very active in the interest of his grain business and it was thru his tireless en-

ergy and effort that Langenberg Bros. & Co. achieved a large share of its success. He was interested also in other financial enterprises, among which was the Becker & Langenberg Milling Co., Republic, Mo. Matters relating to the Merchants Exchange were always interesting to Mr. Langenberg and he served as a director, and in 1897 as president of the institution. He is survived by Mrs. Langenberg, his daughter, and the two sons who were associated with him in business.

Unsound Oats May Be Sweet.

E. K. Lemont & Son, of Philadelphia, Pa., plaintiffs, v. T. A. Grier & Co., of Peoria, Ill., defendants, before the Arbitration Com'ite of the Grain Dealers National Ass'n.

On Aug. 26, 1915, T. A. Grier & Co. sold E. K. Lemont & Son, thru Richardson Bros., brokers, one car (1,500 bushels) No. 3 White oats, Peoria weights and grades, guaranteed to arrive at destination cool and sweet, shipment to be made on date of sale to Philadelphia, Pa.

On Aug. 26, 1915, T. A. Grier & Co. shipped car of oats No. 29730 to fill contract. As evidence of the quality of the grain, they present an official inspection certificate of the Peoria Board of Trade, showing the oats shipped to be "No. 3 white."

The plaintiffs in the case had the oats sold on the same terms as purchased, viz: No. 3 white oats, Peoria grade, to arrive cool and sweet. When the oats arrived at destination the party to whom plaintiff had them sold refused to accept the oats as filling contract, claiming they were unsound and not sweet.

The plaintiffs then saw fit to make an allowance of 2c a bushel or \$30 and for this amount he makes claim against T. A. Grier & Co.

As evidence that the oats were not sweet, the plaintiffs present Philadelphia inspection certificate dated Sept. 10, 1915, showing the oats to be new "No. 4 white" with remarks "Badly stained and unsound"; also the following letter:

"Philadelphia, Pa., Nov. 17, '15.

"Messrs. E. K. Lemont & Son,

"As per your request, I have looked into the inspection of the oats in car St. L. F. 29730, inspected on Sept. 7 as new No. 4 white oats. The oats were badly stained and unsound and therefore could not be called sweet.

"John O. Foering,

"Chief Grain Inspector."

In support of their claim, the plaintiffs present letters showing that other Peoria firms having oats sold to them on similar terms did allow 2c a bushel discount on oats that graded "No. 4 white" with remarks "Unsound and stained." They do not, however, put in evidence the official certificates of inspection covering cars on which allowance was made by others. The committee holds:

The settlement made by plaintiffs with party to whom they had oats sold and settlements made by other Peoria firms with the plaintiffs have no bearing on the case in question.

The Philadelphia inspection certificate does not show that the oats shipped on contract in question were not sweet.

The letter of the chief inspector written more than two months after the oats were inspected cannot change the inspection given to the oats on arrival, viz: "New No. 4 whites badly stained and unsound." It is the opinion of the Com'ite that in the grain trade the terms "cool and sweet" when applied to oats means oats not heating, musty, sour or badly bin burnt.

In the absence of evidence showing that any of these terms could be applied to the oats in question, the com'ite decides that the amount claimed shall not be allowed and that the expense of arbitration be paid by the plaintiffs.

D. I. VAN NESS,
ELMER HUTCHINSON,
E. C. EIKENBERRY,
Com'ite.

I BELIEVE every man in the grain business should read the Grain Dealers Journal.—John W. Bruce, agt., G. H. Dulle Milling Co., Wooldridge, Mo.

THE AMOUNT of "stack burnt" and "bin burnt" wheat seems to be increasing as the season advances. The buyers scrutinize closely for the kernels damaged in this way, and such samples are sold at still further discounts.—Murphy Grain Co.



Henry F. Langenberg, St. Louis, Deceased.

Seeds

MADISON, WIS.—Alfalfa seed crop short; clover poor.—L. L. Olds.

MARKLE, IND., Jan. 6.—Clover seed is scarce and of poor quality.—J. F. Plice.

THE BLUE EARTH County Pure Seed Ass'n will hold a seed show at Mankato, Minn., on Feb. 15.

AMBROSE, N. D.—Flaxseed acreage is small this season.—O. I. Oleson, agt., Northland Elvtr. Co.

THE McCULLOUGH Sons Seed Co., of Cincinnati, O., has decreased its capital stock from \$250,000 to \$200,000.—M.

VEGA, TEX., Dec. 16.—Farmers have quite a lot of maize, but are holding it for better prices.—Claude L. Morris.

THE FIFTH ANNUAL seed exhibition of the Michigan Agricultural Experiment Ass'n will be held at Lansing Jan. 18 to 22.

THE PERRYSBURG Grain & Seed Co., Perrysburg, O., has been incorporated with \$25,000 capital stock by Wm. Comstock and others.

O. M. SCOTT & Sons Co., seed dealers of Marysville, O., have just completed a 3-story building to be used as an exclusive seed warehouse.

D. M. WETSEL & SON, the seed firm of Harrisonburg, Va., have recently incorporated as the Wetzel Seed Co., with capital stock of \$10,000.

SENATOR GRONNA of North Dakota has introduced a bill to prohibit the interstate shipment of impure seeds. Fines of \$10 and \$100 are provided for violation of the act.—P.

TO COMPLETE the distribution of new Siberian alfalfas the South Dakota Legislature has appropriated \$6,000. The seeds were introduced in 1913 by Prof. N. E. Hansen.

SHIPMENTS of Chilean clover seed to the United States have been greatly reduced as the importation act prohibits the entry of seed containing a large percentage of dodder.

LEONARD B. CLORE, Laporte, Ind., for four years agricultural agent of Laporte County, and known thruout the state as the "Corn King," has announced his candidacy for Democratic nomination for Governor of Indiana.

H. J. WINNETT, receiver of the Griswold Seed Co., Lincoln, Neb., has filed his first report on the financial condition of the company. All unnecessary expenses have been cut off, and the report indicates that the company is again earning money. Total assets amount to nearly \$182,000.

FREMONT, NEB., Jan. 4.—Only a small acreage of clover, alsike, timothy, alfalfa, blue grass and other grass seed is raised in this section. A few farmers occasionally save a few bushels, but the largest crops in eastern Nebraska are fall wheat and corn.—Western Seed & Irrigation Co.

GREAT FALLS, MONT., Jan. 6.—The acreage of alfalfa, clover, timothy and blue grass will be increased about 10% during the coming year. Practically no seed will be carried over from last season's crop, the only seed left in this section being one car of alfalfa and one car of clover.—Barkemeyer Grain & Seed Co.

A NEW SEED warehouse is contemplated by the Manitowoc Seed Co., Manitowoc, Wis., ground being recently purchased opposite the present offices and warehouses.

THE EIGHTH ANNUAL meeting of the Ass'n of Official Seed Analysts of North America, held at Columbus, O., Dec. 28 and 29, was attended by a large number of seed dealers from all parts of the country.

ARCOLA, ILL., Dec. 17.—Good germination quality of corn this year; seed will be good until real cold weather sets in; then look for most of corn in cribs to freeze up moisture and destroy considerable of the germs.—Geo. L. Pfeifer, Jr.

HOUSE BILL 363, recently introduced into the House of Representatives, proposes the same rate of postage for seeds and plants as for other merchandise. Should the bill become a law it would impose an extra expense upon all seed dealers.

ADAPTABILITY of alfalfa to Cuban soil has been proven by President Menocal, who has obtained four cuttings this season from a ten-acre tract near Havana. The coral formation of the soil provides an abundant quantity of lime, which is indispensable to the plant.

SIMLA, COLO., Jan. 6.—Mexican beans are nearly all marketed. Five acres will be planted next year to one acre this year, and dealers are contracting for the crop at \$2.50 per 100 lbs., giving the grower the advantage of any rise in price.—E. E. Gray, mgr., C. C. Isely Lumber Co.

THE PRODUCTION of the most important seed crops in Kansas during 1915 was as follows: Speltz, 84,933 bus.; buckwheat, 2,642 bus.; flaxseed, 155,222 bus.; millet, 262,273 tons; kafir, 21,633,110 bus.; milo, 4,033,411 bus.; and feterita, 4,569,656 bus.—J. C. Mohler, sec'y, State Board of Agriculture, Topeka.

THE ANNUAL bids for seeds to be distributed free by United States Congressmen have been requested by the Dep't of Agriculture, which this year will appropriate \$252,540 for that worthy cause. When the appropriation has been spent the still greater expense of addressing and mailing will be confronted, after which the occupants of city apartments will feed the expensive luxury to their canary birds.

KANSAS CITY, Mo., Jan. 4.—The outlook for a large acreage of clover, alfalfa and timothy seed, to be sown this year, is good. Last year, owing to wet weather from early spring until late fall, very little seed was sown, and as a result there was no seed harvested. As there is no seed now in the hands of farmers in this section, it will be necessary to purchase from other sources. Enough blue grass seed is on hand for local trade, and it is of the very best quality.—T. Lee Adams Seed Co.

NEW CARLISLE, O., Jan. 5.—The supply of all kinds of grass seed in this section is very light. We think there is not sufficient quantity to plant our own acreage, and surely none to put on the market. The demand for alsike and alfalfa is firmer than for the medium and mammoth clovers. Demand for good quality seed cannot help but be good. Good, sound seed corn, oats and barley will also be in good demand, as the excessive rainfall in our part of the state made it difficult to save the harvest.—Miami Valley Seed Co.

ONE LOAD of white clover seed hauled into Kennebeck, S. D., by Frank Holmes on Dec. 27 sold for \$20 per bushel. The load contained 4,310 lbs., a total value of \$1,400.

WISCONSIN DEP'T of Agriculture, in Bul. No. 1, reporting conditions on Nov. 1, shows 34.2% of next year's seed corn secured from the fields, and 13.2% on hand from the crop of 1914. Average yield of timothy seed for the state is 15.6 bus. per acre; emmer and spelt, 31.5 bus.; flaxseed, 15.6 bus.; clover seed, 2.4 bus.; alsike, 3.5 bus.; millet seed, 7.7 bus.; navy beans, 12.4 bus.; and soy beans, 13.1 bus. Quality of timothy seed is 95%; clover seed, 93.2%; alsike, 93.3%; millet seed, 97.5%; navy beans, 84.1%; soy beans, 90.4%; and flaxseed, 89.5%.

From the Seed Trade.

AMARILLO, TEX., Jan. 5.—Kafir and maize acreage is larger than last year, but the cane seed acreage is much reduced. The cane crop will be only about 60%, compared with last year.—Early Grain & Elevator Co.

AUGUSTA, GA., Jan. 4.—The best seed corn in America comes from this portion of the country, as it is drier, fatter, and better developed. It is almost super-corn, while much western is sub-corn. The condition of middle west corn this season should send corn growers to the south for their seed corn. The principal clover that we grow here is burr, which is better for us than red clover or alsike. We grow no timothy or blue grass. Alfalfa is being grown, sown by drilling in three-foot rows, cultivating the middle clean of grass for two years.—N. L. Willet.

LONDON, ENGLAND, Dec. 20.—A steady demand is passing in clover and grass seeds, and market continues firm. Dealers are buying earlier than usual owing to difficulties and delays in transportation. A very small supply of new English yearling red clover is on hand. French, Italian and English are available and finding buyers. White clover is in small supply, and the market firm. Alsike is of good quality with a steady market. Trefoil is quiet, and lucerne firm. Mustard and genuine sowing rape are scarce and dear. The winter tares show more inquiry and perennial and Italian ryegrass continue to advance. Cocksfoot, timothy and other natural grasses are in good demand.—C. W. Le May & Co.

NEW YORK, Dec. 26.—Under date Nov. 23, we received a letter from R. Liefmann & Sons, Successor, Hamburg, Germany, which states: Most districts in north and east Germany have a light crop of clover seed, while the western and southern sections secured more or less satisfactory results. On the whole, however, this year's crop of clover seed will turn out smaller than last year, a large part of which was still available at the opening of the season. Since Germany was able to import quite a commodity from neutral countries and Austria, they will surely have enough seed to go around, but absolutely no surplus and just enough for their own trade. Under the circumstance, market has shown firm tendency in Germany all along with values ruling relatively high.—I. L. Radwaner.

TOLEDO, O., Jan. 7.—Seed holders finally got tired, and heavy liquidation the past few days has brought lowest prices since fall. The foreign imports caused uneasiness among holders. Early Jan-

uary receipts show increase over December. Shipments very light. Usually receipts decrease and shipments pick up. The month is young, and larger outgo is expected later on. Seed houses bot freely all the way down. Much of the buying appeared to be removing of hedges. Reports of further imports are contradictory. One large eastern house thinks that probable imports have been overestimated, and believes they will not be so heavy as in the short 1911-12 season. Foreigners are having difficulty getting the seed to market, and into the boats. No offers now being received for shipment earlier than February, and these not accepted, because they would be too late for the season. "We are figuring on higher prices," says our correspondent, "as the greater part of the seed now in Toledo will be needed, and those that have hedged their foreign purchases will have to cover at a premium in the absence of surplus stock in your city."—Southworth & Co.

Velvet Bean Production.

The hundred day speckled velvet bean is grown in large quantities this year in the boll weevil districts of the south. The plant is grown in corn fields without detriment to the corn, and its yield in bushels is often greater than that of the corn.

The plants carry from six to 20 pods, each with four or five large beans. They are fully matured by Sept. 15 and are easily gathered. For fall grazing the vines make excellent pasture, or if turned under, act as fertilizer, in some instances increasing the next yield of corn or cotton 33%.

The beans are not only used extensively as cattle feed, but make a nourishing human food. The price is about \$2.25 per bushel of 60 pounds. It is said that this bean will do away with the cow pea crop of the south and is also expected to make inroads upon the alfalfa production.—W.

Clover Seed Movement in December.

Receipts and shipments of clover seed at the various markets during December, 1915, compared with December, 1914, were as follows:

	Receipts	Shipments		
	1915	1914	1915	1914
Milwaukee, lbs.	1,004,579	2,903,020	602,695	1,922,395
Chicago, lbs.	205,000	1,723,000	879,000	1,665,000
Toledo, bags	4,284	10,840	1,278	5,440
New York, sacks	4,229	.....	5,963	.....
Cincinnati, sacks	3,031	3,925	266	1,227

Timothy Seed Movement in December.

Receipts and shipments of timothy seed at the various markets during December, 1915, compared with December, 1914, were as follows:

	Receipts	Shipments		
	1915	1914	1915	1914
Chicago, lbs.	2,416,000	3,487,000	2,485,000	3,549,000
Milwaukee, lbs.	483,527	668,755	221,137	1,115,925
Cincinnati, sacks	3,701	4,782	446	2,249
Toledo, bags	3,570	8,665	789	1,356
New York, bags	.....	1,569	.....	.....

Flaxseed Movement in December.

Receipts and shipments of flaxseed at the various markets during December, 1915, compared with December, 1914, were in bushels as follows:

	Receipts	Shipments		
	1915	1914	1915	1914
New York	1,026,000	578,610	830,362	886,504
Duluth	917,338	.....	.....	.....
Winnipeg	550,850	411,400	.....	.....
Chicago	448,000	299,000	14,000	8,000
Milwaukee	89,540	35,250	.....	2,420
Kansas City	5,000	2,000	4,000	4,000

E. N. Crumbaugh Dead.

E. N. Crumbaugh, Toledo, O., prominent in the seed trade of the United States, and president of the Crumbaugh-Kuehn Co., died Dec. 29 after several years of illness. His death is a distinct loss to the seed trade, especially at Toledo, where he was one of the older members of the Exchange.

Mr. Crumbaugh, who was the son of a college professor, was born at Dayton in 1863. His father six years later removed from Dayton to Toledo.

At the early age of 12 years Mr. Crumbaugh began his business career, obtaining employment as a cash boy with a local dry goods house. His entry into the grain and seed business was made some time later, tho while still a boy, when he was made a messenger in the office of C. T. Wales of the Produce Exchange. In 1890 Mr. Crumbaugh formed a partnership in the grain and seed business with E. W. V. Kuehn, doing business as Crumbaugh & Kuehn, subsequent incorporation changing the name to the Crumbaugh-Kuehn Co.

At the funeral of Mr. Crumbaugh, held Dec. 31, a splendid tribute was paid the deceased by his partner, Mr. Kuehn.

Two EXPLOSIONS of unknown origin caused a fire in the elevator of the Gate City Seed Co., Keokuk, Ia., on Dec. 29. Office and elevator were totally destroyed, the loss being estimated at \$26,000.

Belgian Acknowledgment of Chicago Board Contribution.

When Belgium's distress first became manifest, over a year ago, the Chicago Board of Trade early joined in the movement to ship grain and flour as a free gift to the suffering non-combatants. An active part was taken in the work by the Belgian Relief Com'ite of Illinois, in which were interested the grain dealers of Illinois, with H. J. Patten as chairman.

During the first month \$91,000 cash was subscribed in Chicago, and the Chicago Board of Trade contributed 900 barrels of flour.

A pleasing acknowledgment of the contributions was received and posted last week on the bulletin board of the Chicago Board of Trade. One of the sacks containing the flour had been taken by the school children and all the original lettering worked in silk, with the addition of the words, "Many Thanks." It is shown in the engraving.

Herbert C. Hoover, chairman of the Com'ite for the Relief of Belgium, writing from London under date of Dec. 13 and transmitting the acknowledgment, says:

"Chicago Board of Trade:

I have the honor to send you by this mail a receipt prepared by the Belgian school children for flour, which has been received by them thru your good selves."

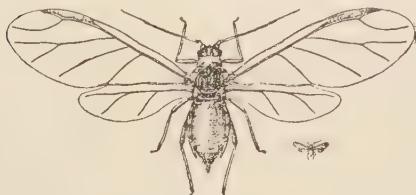


The GRAIN DEALERS JOURNAL.

The Green Bug and Its Parasites.

December reports from many sections of Texas indicate that the green bug is prevalent in sufficient numbers to injure the growing wheat and oats. One correspondent, in a report dated Dec. 16, specified fifteen points in the state where the pest was especially numerous.

On the other hand, the optimists in the Texas grain trade answer: "The green bug is with us every winter, the amount of damage depending entirely on the temperature." It is recalled in those states which have suffered from attacks in the past that the losses followed a



The Green Bug.

"green" winter, the thermometer remaining for weeks at a time above the freezing point.

After each destructive visit of the green bug, also termed spring grain aphis and *Toxoptera graminum*, the Government and various state dep'ts have issued lengthy bulletins describing the bug in detail and including also many successful methods for its elimination. The principal remedy thus far prescribed seems to be the burning of all volunteer grain, followed by the plowing under of the ground in those sections which were its favorite breeding places.

But unless concerted action for its extermination is taken by all of the members in a community very little will be accomplished. If only a few of the bugs escape, a subsequent spell of mild weather would again give the bugs a start. It has been figured that six green bugs, a group so small as to be hardly visible, would multiply so rapidly that at the end of three weeks, were it possible to accumulate all of the offspring into one mass they would fill a large silo. The bug's average life is 36 days and the average production per individual, 56. The time of reproduction begins when the bug is only six or seven days old, and continues until 10 days before death. What gives the insect a big breeding advantage over other insects is the fact that its young in the spring are born, and do not have to await the slower process of hatching from an egg.

Reports of experiments from different states vary, some finding that half of the young are born while later in life the parent insect devotes its energies to producing eggs, which in turn are hatched in from five to six days. In either event the young are born forth on the leaves or near the throat of tender wheat or oat sprouts, especially volunteer shoots.

Three species have been found in the United States, first in importance being the commonly termed green bug, shown in the illustration. The shape of the wings and forking of the veins is the only method of identifying this species from the European aphis or the aphis avenae, often called the oat aphis. The third vein from the body of the green bug is only once forked; the same vein in the wing of the other two species is twice forked. As the European and oat species of green bug are not particularly

destructive to grain, one danger to growers lies in inability to determine the destructive bugs from those less harmful.

The bug is one of the plant lice species and is included in the same family as the chinch-bug. It takes its nourishment by piercing the plant upon which it is born with a beak well adapted for drawing therefrom the plant juices. It is 1/16 inch in length and green in color, with a distinctly darker green stripe down its back. Late in the fall eggs are deposited by the true females, these in the spring hatching what the scientists have termed "stem mothers." The insects thus hatched reproduce almost immediately, each individual giving birth to two young daily.

Tho everything seems to favor the rapid multiplicity of the green bug, the life of the little insect is constantly in danger from insect enemies, or parasites. Some of these subsist largely upon a green bug diet, devouring them in vast numbers. The little red beetle, commonly called "ladybug," while in its immature form, is believed to kill more newly hatched or born green bugs than any other parasite. Its activity along this line is so great that the little beetles have frequently been sent to various government dep'ts by growers, with the information that they were causing the injury to the wheat. One of these beetles, however, by actual count will eat from 30 to 100 green bugs a day.

Another important parasite of the green bug is the lace-winged fly or "aphis lion," the young of which spend their developing stages within the bodies of the green bug. The parasite is a small wasp like insect, not so large in the body as the green bug tho a trifle longer. The female appears to be constantly searching for plant lice, especially the green bug, and upon perceiving one she quickly thrusts her abdomen about until it touches the bug. An egg is then deposited within the insect. Within 24 hours the living incubator turns yellow in color and suffers a painful death upon the hatching of the egg. Four days after the egg has been deposited a little parasite emerges from the shell of the green bug to repeat the process of parasitizing other green bugs.

Many other parasites have been found, but the ladybug and the small egg depositing wasp are the principals. One big difficulty with trusting entirely to parasites to rid a community of the green bug is the fact that parasites seldom operate in a temperate below 40 degrees, while the green bug may be causing much damage to crops when the thermometer is around the freezing point. For this reason the moment signs of the bug appear, the stubble should quickly be burned and the field plowed under.

GRAIN SPECULATION is, in its expectation of financial results and in its legitimacy of adoption, equal with any known commercial enterprise, and with the prestige of our former accuracy in higher price prediction, we feel all the more confidence in our present prophecy of success to those who buy wheat intelligently. The depressing factors of crop saturation are behind us, their influences have all been anticipated and before us is the clear-cut horoscope of a necessitated foreign and domestic demand, from which will result a liquid market in which all can participate confidently, generously and profitably.—Charles Sincere & Co.

A. T. Ferrell Co. Expanding.

A. T. Ferrell & Co., on Dec. 27, filed articles of incorporation placing the capital stock of the company at \$500,000. This is issued in preferred and common stock, divided two-fifths and three-fifths respectively. A. T. Ferrell holds 4,700 shares of stock, F. M. Marks 200 shares of common, and S. E. Nimmons 100 shares of preferred. No change will be made in the management of the company, the corporation being formed to better care for the increasing business.

A recent inventory of the Ferrell property showed assets of \$482,347, accumulated during the last quarter century thru the able management of Mr. Ferrell. When organized the capital was limited, but within a short time the mechanical genius of the founder in perfecting new and improved devices for clipping and cleaning seeds and grain assured success for the firm. A line of bean pickers and polishers was also made an important department of the Ferrell plant, each machine being steadily improved until the present time.

Prior to Mr. Ferrell's connection with the grain cleaning machinery trade he worked for 10 years in a country hardware and implement store, devoting his spare time to operating a grain elevator for J. E. Smith, originator of the Clipper Cleaner. He was so attentive to his work and so keen for making improvements in the machine whenever opportunity presented itself that he succeeded Mr. Smith in the business.



A. T. Ferrell, Pres. and Gen'l Mgr. A. T. Ferrell & Co.



Plant of the A. T. Ferrell Co., Saginaw, Mich.

In commenting upon the growth and success of Ferrell grain, seed and bean machinery business Mr. Ferrell gives much credit to the mechanical ability of the men identified with it. Ten of these men who have contributed largely to the upbuilding and development of the business, will take stock in the new corporation, while many citizens of Saginaw have asked for some of the stock. This demand for the stock, ran the price up to \$110 bid the day following the incorporation. The plant, shown in the engraving herewith, is one of the largest institutions in the city, and its steady growth reflects the rapid increase in the demand for its products.

A. T. Ferrell, a recent fotograf of whom is reproduced herewith, was elected president and general manager at the meeting of stockholders held Dec. 28. Arnold Boutell was made vice-pres.; F. M. Marks, sec'y, and S. E. Nimmons, treas. These officers, with C. H. Brand, comprise the board of directors.

F. M. Marks, sec'y of the company, has been associated with A. T. Ferrell & Co. for the past 15 years as Mr. Ferrell's right-hand man and assistant, and is well versed in every branch of the business.

S. E. Nimmons, treasurer, has had 25 years' experience in the hardware and lumber business and has been with A. T. Ferrell & Co. in his present capacity for the past three years.

C. H. Brand is also a man of much experience, owning and operating the Bliss Coal Co.'s mine at Saginaw, and operating the D. Hardin planing mill, manufacturers of high grade sash and doors and fine interior finish. He is also interested in the firm of Brand & Hardin, millers and dealers in grain, seed and beans. He has been actively connected with the Commercial National Bank of Saginaw.

Arnold Boutell, vice-president, has been one of the principal owners and operators of the Saginaw Manufacturing Co., who have built a very large business in wash boards and Gilbert wood-split pulleys. He is prominently identified with the National Washboard Co. and with the Bank of East Saginaw.

Therefore, as the board of directors is composed of men having wide business experience in other lines, as well as those actively engaged in the grain machinery trade, the company is assured of the best possible service from its members.

The plant has three railroad sidings, giving it direct service with the Grand Trunk, Pere Marquette and Michigan Central. It is only five blocks from two local freight houses. The plant is on a very desirable piece of land with a frontage of 500 feet and a depth of 500 feet, both on improved streets. It is arranged thruout for economy in handling this class of machines.

A LIBEL against 99,000 bus. of wheat has been filed by the owners of the steamer James P. Walsh, alleging that the cargo, which arrived at Buffalo on Dec. 10, was not unloaded into the terminal elevator until Dec. 23. As three days would have been ample time for unloading the cargo, which consisted of 370,810 bus., the Pioneer Steamship Co. asks \$500 per day after that time for use of the vessel, besides the amount of freight charges for carrying the grain from Fort William to Buffalo. H. H. Brown & Co., Buffalo, contracted with the steamship company for the vessel, and it is alleged, agreed to notify the local agent of the arrival of the vessel.

Grain Trade News

CALIFORNIA

Richvale, Cal.—No elvtr. system for storing rice is contemplated at present in this vicinity.—X.

Los Angeles, Cal.—Officers of the Grain Exchange for the current year are: O. H. Morgan, pres., D. M. Thomson, vice-pres., C. H. Gibbons, sec'y, and Louis Prenot, treas.

Los Angeles, Cal.—Logan & Bryan, of Chicago, Ill., have moved their branch office in this city to spacious quarters in the new I. N. Van Nuys Bldg. Louis N. Stott is mgr.

Los Angeles, Cal.—With Pres. O. H. Morgan presiding and about 50 members present, the semi-annual stag banquet of the Grain Exchange was held Dec. 29 at the Cafe Bristol. Following a few informal addresses, the diners adjourned to a nearby theater.

CANADA

Ft. Saskatchewan, Sask.—The Fort Mfg. & Grain Co. incorporated; capital stock, \$30,000.

Winnipeg, Man.—A branch office has been opened in this city by E. W. Wagner & Co., of Chicago, Ill.

Kingston, Ont.—A warehouse used for storage purposes by the Maple Leaf Mfg. Co. burned last month.

Scotguard, Sask.—The Pioneer Elvtrs. were destroyed by fire Dec. 22. Loss, \$40,000. About 28,000 bus. of grain was burned.

Winnipeg, Man.—Union Grain Co., incorporated; capital stock, \$50,000; incorporators, Alex Ross Harcourt, Thos. Brodie and others.

Ft. William, Ont.—Davidson & Smith are figuring on adding 1,000,000 bus. addition grain storage to their elvtr. at this place. Work will be started early in the spring.

St. Catharines, Ont.—The loss on the elvtr. and mill of the Maple Leaf Mfg. Co. by fire Dec. 7 was between \$75,000 and \$80,000, and was fully covered by insurance.

Winnipeg, Man.—Thomas J. Rice, sec'y of the Rice Malting Co. for the past 5 years, died Dec. 26, aged 62 years. He was a member of the Chicago Board of Trade for 25 years and resided in that city previous to coming here. His widow and 2 daughters survive.

COLORADO

Longmont, Colo.—V. H. Hamilton is pres. and mgr., M. D. Coffin, vice-pres., and W. S. Pughe, sec'y-treas., of our company.—Farmers Elvtr. & Supply Co.

Grover, Colo.—Geo. W. McKay is pres., A. G. Lower, sec'y-treas., and I am mgr. of the Farmers Clearing House Ass'n. which recently built a 15,000-bu. elvtr.—G. G. Kirkpatrick.

Ft. Collins, Colo.—W. A. Hackett expects to start work soon on the erection of a grain elvtr. and feed mill, to be located on land owned by the Union Pacific and bordering on its tracks.

ILLINOIS

Lomax, Ill.—G. W. Shanks operates an elvtr. at this station.

Edinburg, Ill.—Rink & Scheib have succeeded O. H. Rink & Co.

Gerlaw, Ill.—A. H. Graham has installed a moisture tester at his elvtr.

Sandoval, Ill.—H. R. Hall & Co. are reported as grain dealers at this point.

Grayville, Ill.—Geo. Bowman, prop. of an elvtr. at this place, died recently.

Peoria, Ill.—A new fireproof building for the Board of Trade is being discussed.

Elwood, Ill.—John Coldwater has resigned as pres. of the Farmers Grain Co.

Springfield, Ill.—The Armour Grain Co., of Chicago, now has a branch office in this city.

Beckemeyer, Ill.—The Farmers Elvtr. Co. has engaged in the grain business here.

Dorsey, Ill.—The elvtr. of the Sparks Mfg. Co. has been closed, according to report.

Woodhull, Ill.—The Farmers Elvtr. Co. has installed an electric motor in its east elvtr.—G.

Marseilles, Ill.—The report that the Bruce Grain Co. had gone into bankruptcy is incorrect.

Pontiac, Ill.—J. A. McCreery & Sons, of Mason City, have established a branch office in this city.

Bloomington, Ill.—The Central Mill & Elvtr. Co. has increased its capital stock from \$35,000 to \$50,000.

Long Branch, Ill.—McFadden & Co., of Havana, have leased the elvtr. of the Farmers Elvtr. Co.—G.

Tuscola, Ill.—The physical condition of John Ervin, mgr. of the firm of R. & J. Ervin, remains critical.

Champaign, Ill.—A. H. Edwards, formerly in the grain brokerage business, has removed to Urbana.—P. M.

Fletcher sta. (Cooksville p. o.), Ill.—The Farmers Elvtr. Co. has installed a 10-h. p. Charter Gasoline Engine.—S.

Concord, Ill.—John Nordsieck, of Arenzville, has bot the elvtr., coal and implement business of W. C. Calhoun.

Flagg Center (Rochelle p. o.), Ill.—H. N. Hanson recently succeeded A. E. Slaughter as mgr. of the Farmers Elvtr. Co.

Duvall sta. (Shelbyville p. o.), Ill.—Powell & Rice are rebuilding the office at their elvtr. which burned Dec. 14.

Tolula, Ill.—George Waldschmidt has traded his elvtr. and residence for a farm in Ohio.—H. C. Vollmer & Co. Lostant.

Bishop Hill, Ill.—O. B. Olson, who with his father formerly operated an elvtr. here, died at Kewanee Dec. 29, aged 50 years.

Bradford, Ill.—Grain is now being received at the elvtr. of R. W. James, as the quarantine in that vicinity has been lifted.

Murphysboro, Ill.—J. W. Moore, formerly with the Sparks Mfg. Co. at Alton, is now mgr. of the elvtr. of the Reliance Mfg. Co. here.

Cairo, Ill.—The Board of Trade holds its annual election Jan. 10. It is now located in its new quarters at 10th and Ohio Levee.

Sycamore, Ill.—I have resigned as agrt. of the Great Western Grain Co. and am not now in the grain business.—E. J. Drake.

Sullivan, Ill.—E. W. Davis, of Sullivan, has installed a 7½-h. p. electric motor to run the new Maroa Car Loader at his elvtr.—G.

Strawn, Ill.—The elvtrs. at this station stopped taking in grain Jan. 4 because of the inability to get cars to ship what was in the bins.

Colchester, Ill.—The recently incorporated Farmers Elvtr. Co. will build an elvtr. which it expects to have completed early in the spring.

Percy, Ill.—F. Schuette, mortgagee, who bot the elvtr. of the defunct firm of H. Hahn & Bro., is not operating it for commercial purposes. It is being used for the storage of grain for use at the flour mill.

Oakley, Ill.—Edwin Huff has been chosen pres. of the Oakley Grain Co.

San Jose, Ill.—Philip Adolph, agrt. of the Wayne Bros. Grain Co. for the past 3 years, has resigned and engaged in the lumber business.

Peoria, Ill.—Ray O. Becker, Ross Wallace, H. E. Chubbuck and H. M. Pindell have been elected to membership in the Board of Trade.

Peoria, Ill.—At a special meeting of the Board of Trade the annual assessment was placed at \$40 a membership and the table rent at \$100.

Pisgah, Ill.—We have purchased the elvtr. of Calhoun & Curry, taking possession Jan. 10.—Aaron Howe, sec'y-treas. Farmers Grain Co.

Galesburg, Ill.—I have been succeeded in the grain business here by J. E. Bennett & Co., of Chicago.—Roy L. Piatt, formerly Piatt Grain Co.

Romeo sta. (Lockport p. o.), Ill.—M. A. Ladd is mgr. of the elvtr. which the Lockport-Dupage Farmers Elvtr. Co. took over from Wm. Schumacher.

Peoria, Ill.—Nearly all the members of the Board of Trade have the grip. Sec'y Lofgren has such a bad case he is hardly able to be at his office.—S.

Bushton, Ill.—The directors of the Farmers Elvtr. Co. have called a meeting of the stockholders on Jan. 22 to vote on the dissolution of the company.

Pekin, Ill.—We have made alterations in the dump at our elvtr. so that we could use both legs for small grain.—James Heck, mgr. Farmers Grain Co.

Arnold, Ill.—The Arnold Elvtr. Co. has bot a general merchandise store and will conduct it in connection with its elvtr. T. R. Cain will remain as mgr.

Lostant, Ill.—Rock Kelley will assist for the present at the elvtr. which C. H. Strong, of Earlville, recently purchased from his father, O. M. Kelley.

Smithshire, Ill.—A. J. Brent has been elected pres. of the recently incorporated Farmers Elvtr. Co. A site will be selected now and an elvtr. built in the spring.

Pekin, Ill.—The elvtr. of the Turner-Hudnut Co. was threatened with fire Jan. 4 when a shed, housing the electric transformer caught fire. Little damage was done.

Fairbury, Ill.—Mr. Crossland, who has been associated with G. M. Duzenberry in the grain business here, has sold his interest to his partner and will move to Sheldon.

Alexander, Ill.—Our engine did not blow up as was reported. The piston block came off and tore up. We have installed a new 25-h. p. oil engine.—Fred B. Six Grain Co.

Heaton, Ill.—We have built an 8,000-bu. crib for the storage of ear corn. It has a solid concrete floor and is equipped with an elvtr.—E. E. Resler, mgr. Farmers Grain Co.

Roberts, Ill.—The Farmers Elvtr. Co. has moved its dump scales from the ground floor to the upper floor. Grain will now have to be handled only once before loading it.

Ottawa, Ill.—Harris, Winthrop & Co. have taken over the grain brokerage office of Robert J. Reid in the Central Life Bldg. and have placed B. W. Kirby, of Sterling, in charge.

Cerro Gordo, Ill.—Mail addressed to the Home Elvtr. & Scales Co. has been returned. The company was reported recently as contemplating entering the grain business here.

Bloomington, Ill.—F. E. Gyles, of the Worth-Gyles Grain Co., who has been in the hospital for 3 weeks following an operation for appendicitis, is again able to be at his office.

Gillum, Ill.—Frank Supple, of Bloomington, has taken the shingle roof off his elvtr. and replaced it with a metal roof. The sides of the elvtr. have also been covered with metal.—G.

Bloomington, Ill.—A. N. Steinhart, sec'y of the Illinois Farmers Grain Dealers Ass'n, who has been seriously ill, is slowly improving and hopes to be able to attend the coming convention.—G.

Findlay, Ill.—We were forced, on account of the car scarcity, to build cribs for 20,000 bus. of ear corn or refuse the offerings. The corn movement is the heaviest in our experience.—Findlay Grain Co.

Swanwick, Ill.—Geo. Pinkerton, who has been with the Robb Grain & Implement Co. for the last 5 years, has severed his connection and moved to Coulterville where he has taken charge of a mill.

Eldena, Ill.—We have bot the elvtrs. and business of the B. F. Hill Grain Co. at this place and will handle coal, salt, cement and millfeeds. R. L. Quaco has been retained as mgr.—Eldena Co-operative Co.

Sidney, Ill.—The elvtr. of the Sidney Grain Co. was slightly damaged by fire recently. The mgr. started a fire in the stove and while he was at breakfast, it is thought that a hot coal fell into the waste basket.

Oneida, Ill.—L. B. De Forest, grain dealer at this station, had the misfortune Dec. 31 to slip and fall on his left hip, causing a very painful injury. He is confined to the house.—D. De Forest, ass't mgr. of L. B. De Forest.

Pekin, Ill.—The suit by the Burrell Engineering & Construction Co. against the Farmers Grain Co. was appealed to the appellate court Dec. 27 after the hearing upon the motion to set aside a verdict and for a new trial had been overruled.

Twin Grove (Danvers p. o.), Ill.—The report that Frank Supple of Bloomington, has rebuilt his elvtr. which burned Sept. 7 is incorrect. He sold the elvtr. site to John Puett, of Bloomington, and he built an elvtr. on it, which is now in operation.—G.

Ford's Crossing (Urbana p. o.), Ill.—Work on our new elvtr. will be started in the spring as soon as the weather permits. The capacity will be from 12,000 to 15,000 bus. and the power will be gas or electricity.—F. Bireley, mgr. Somers Township Grain & Coal Co.

Le Roy, Ill.—W. F. Crumbaugh has bot a tract of land east of the railroad depot at Crumbaugh sta. and will ask the railroad company to move the depot so that he can build an elvtr. on the site occupied by it. If this is done he will probably build, but I do not think it will be very soon.—X.

Assumption, Ill.—Motion for a new trial was overruled Dec. 20 in the suit brot by Chas. Dubeck against the Assumption Grain Co. for the death of his child who was crushed by a falling door at the company's elvtr. about 2 years ago. The plaintiff received judgment for \$175 and was not satisfied.

Peoria, Ill.—The Board of Trade holds its annual election of officers on Jan. 10, Louis Mueller being slated for the presidency to succeed Theo. Jacobs, L. H. Murray for first vice pres. and N. R. Johnson, 2nd vice-pres. John Lofgren will act as sec'y and William White as treas. for the coming year.

Oakford, Ill.—Improvements have been made in the elvtr. of McFadden & Co., including the installation of a new gasoline engine and concrete floor in the power house and pit. The cupola has been raised 4 ft. and automatic scales installed. An addition has been built to the crib which adjoins the elvtr.—G.

Pesotum, Ill.—J. A. Gilles has retired from the firm of Davis & Gilles, having sold his interest to E. V. Burton, of Tolono. The firm will be known hereafter as Davis, Burton & Gardiner. J. E. Davis retains one-third interest and E. V. Burton and Albert Gardiner, of Shawnee, Okla., the remaining two-thirds. Both men will move to this place in the near future. Mr. Gilles will be in charge of the office until Mar. 1, 1916, when he will engage in the grain business at a point in central Illinois.—Davis & Gilles.

Ashland, Ill.—Edwin Beggs, head of the Central Illinois Grain Co., which operates elvtrs. at 33 stations in this state under various names, died Jan. 7. He was a member of the Chicago Board of Trade.

Frankfort, Ill.—Henry Stellwagen, who resigned as mgr. of the Frankfort-Spencer Grain Co., is taking a long-earned rest, having been in business on his own account here for 10 years before selling out to the new company, with whom he remained for 7 months.

Bloomington, Ill.—The 13th annual convention of the Farmers Grain Dealers Ass'n of Illinois will be held in this city Feb. 9, 10 and 11, with headquarters at the Chatterton Opera House. Addresses will be delivered on "Rural Credits," by Hon. David Lubin; "Buying and Selling," by Fay R. Best, Sidney; "Accounting," by A. J. Brannan, Middletown; and "Good Roads," by A. D. Gash, Springfield. On Feb. 11 the reports of the nominating and resolutions com'ites will be given and the election of officers will take place, followed by an address by Hon. J. Hamilton Lewis.

Cairo, Ill.—Ira Hastings, who recently severed his connection with the Samuel Hastings Co. after having been with it for about 20 years, is now entering the grain and hay trade again under the firm name of the Hastings-Stout Co. Ira Hastings will be pres. and general mgr., Walter R. Stout, vice-pres., and Clyde W. Stout, sec'y-treas., of the company, which will have temporary offices in the First Bank & Trust Bldg. Geo. Piper, until recently traffic mgr. for Thistlewood & Co., will be in the employ of the new company. The erection of an up-to-date 50,000-bu. electric elvtr. and a large grain and hay warehouse will be started immediately.

Clinton, Ill.—The court on Dec. 24 granted an injunction against Harry Cline and Dick Wood, prohibiting them from taking possession of the elvtr. site for which W. T. Lane held a lease. The Lane elvtr. burned in February, 1914. He had planned building another elvtr. on the ground. Jesse Davis, the owner of the site, declared that Lane had forfeited his lease when he failed to pay his rent, and had closed a deal with the other gentlemen, who it is said, had taken charge of the property by breaking the lock on the office and the scales. Lane claims he had never been asked for the rent money. During the proceedings he tendered a check for \$210 for rent, including interest. The circuit clerk will hold the check and both parties will use the property until the case is settled when court convenes in January.

CHICAGO NOTES.

Joseph Linebarger is in the Wesley Hospital, suffering from a stroke of paralysis.

Samuel Mincer has moved his grain, stock and commission offices to the Insurance Exchange Bldg.

The finance com'ite of the Board of Trade has fixed the rate of interest on advances for January at 5%.

Joseph R. Begg took a position Jan. 1 as wheat trader for F. S. Lewis & Co. He had a similar position with A. J. White & Co. for several years.

James J. Bryan, of New York, and George A. Wegener, mgr. of the cash grain dept., have been admitted to membership in the firm of Logan & Bryan.

Arthur G. Delaney and Harry L. Winters are now members of Thomson & McT. Kinnon. They have been connected with this firm since its establishment.

C. E. Eggleston, formerly in the grain business, has gone to California. He has sold his membership in the Board of Trade which he purchased more than 40 years ago.

Frank M. Rogers, grain dealer, was severely bruised when he was knocked down by an automobile Jan. 9 while crossing the Midway near the Illinois Central tracks.

Williard W. Miller, who sold his membership in the Board of Trade some time ago, disappeared a few weeks ago, leaving banks holding \$140,000 of his paper, it is said.

Wm. O. Pringle, a member of the Board of Trade for the last 23 years, died Dec. 26, of tuberculosis, from which he had been suffering for 6 months. He was 44 years of age.

Auguste Brosseau, active member of the Board of Trade from 1877 to 1912, died Dec. 28, at West Park, on the Hudson, aged 63 years. He was a brother of the late Z. P. Brosseau.

Frederick Dickinson, member of the Board of Trade for 40 years, died Jan. 3, aged 80 years. He was associated with I. P. Rumsey for 30 years; but had not been actively engaged in business for the past 10 years.

George Dzieman, of Oak Park, was killed Dec. 29 when a conveyor bucket in the grain elvtr. of the J. Rosenbaum Grain Co., at 24th and Halsted Sts., struck him while he was working in the shaft. He is survived by his widow and 6 children.

The Grand Trunk Western Elvtr. of the Hooper Grain Co., has been subleased by the Armour Grain Co., and the Atlantic Elvtr. has been purchased outright by the Arcady Farms Mfg. Co., of Rondout, Ill., controlled by Arthur Meeker, of Armour & Co., packers.

The federal grand jury is hearing testimony on alleged rebates paid by the Pennsylvania Railroad Co. to W. H. Merritt and the B. A. Eckhart Milling Co. Counsel for the railroad company contend that there was no violation of law, that a switching charge of \$2 per car had been paid by the shippers, and the so-called rebates were a refund of their own money.

The Board of Trade clearings for 1915 amounted to \$118,417,845 and is the largest amount on record, being a gain of 34,517,000 bus. for the year. The clearings for 1914 were \$73,899,998. The number of grain cars inspected at this market was 188,787; compared with 220,560 for 1914. Flour and grain receipts were 371,135,000 bus.; compared with 416,873,000 bus. for last year.

Several men were killed Dec. 31 in an explosion which destroyed the plant of the American Linseed Co., linseed oil manufacturers. From 300 to 400 men were working in the rooms directly above the boiler rooms in which the explosion occurred. The plant, which consists of five buildings, 200 ft. square and 4 stories high, contained thousands of gallons of linseed oil and explosive chemicals used in its manufacture. The loss is placed at about \$1,000,000.

Paine, Webber & Co. have moved to luxurious new quarters on the bank floor of the Rookery Bldg., opening for business in the new offices on Jan. 3. Sanger B. Steel, formerly mgr. at Chicago continues in that capacity in the stock and bond depts., while M. J. O'Brien, of the Duluth office, was summoned to manage the new grain dept. One of the new offices has been fitted for the convenience of customers and continuous quotations of grain and the leading stocks are posted.

The 5th annual dinner of Lamson Bros. & Co. was held in the east banquet room of the La Salle Hotel Jan. 3. More than 75 dept. heads, solicitors, correspondents and branch mgrs. were in attendance. L. F. Gates presided as toastmaster, in his opening talk speaking of the late L. J. Lamson, who died within the year. Mr. Gates introduced many speakers during the evening, among them being Attorney Walter Bachrach, H. H. Lobdell, who recently acquired a membership in the firm, Geo. Davis of Kansas City, and J. W. Holmquist of Omaha. Following the dinner a series of vaudeville and cabaret stunts helped the merry group forget market worries until late in the evening.

The GRAIN DEALERS JOURNAL.

The partnership existing between Finley Barrell, Frederick C. Aldrich, Benjamin Black and Peter J. Maloney has been dissolved, Mr. Aldrich retiring Jan. 1 from the business, which will be continued under the name of Finley Barrell & Co.

John M. Sheeren, Paul Henry Rice, Henry John Boden, John C. Curry, Gary C. Lynes and Herman F. Monroe have applied for membership in the Board of Trade. James T. Bryan of New York, Harry F. Todd, Lewis Alsberg, Roscoe Rockwood, of Gibson City, Ill., Courtland S. Dines, Nelson B. Nelson and Christian Kern have been admitted to membership and the memberships of C. B. Eggleston, Jacob Freedman, F. D. Woodlock, William A. Thomson, Chas. E. Affeld, J. B. Zeigler, Edward J. Loomis and William D. Leary have been posted for transfer. Memberships are quoted at \$3,500 net to buyer.

Starting Jan. 3 the standard of No. 2 hard winter wheat for the remainder of this season will be that of the average inspection of No. 2 hard wheat Dec. 27 at this city which was made up into a type sample and will be the minimum grading for No. 2 hard wheat. This was decided upon at a conference between the grain com'ite, officers of the inspection dept., Robt. Kettles, chief grain sampler of the Board of Trade, and others interested, held on account of controversy over the inspection of some of the hard wheat from the southwest. Grading has been very difficult this year on account of the generally poor quality of the winter wheat.

The annual election of the Board of Trade was held Jan. 3. Joseph P. Griffin was elected pres., and John R. Mauff, vice-pres. New directors are C. P. Randall, G. E. Marcy, T. C. Cunningham, L. C. Brosseau and W. H. Perrine. Edward Andrew, C. H. Canby, W. A. Lamson, E. J. Garneau and Eugene Schifflin were elected members of the appeals com'ite. On the arbitration com'ite the new members are E. H. Bingham, J. F. Lamy, F. G. Winter, H. S. Carroll and A. D. Pacaud. Holding over are Joseph Simons, 1st vice-pres.; directors: Ralph A. Schuster, Leslie F. Gates, Jas. J. Fones, Geo. T. Carhart, John J. Stream, Roderick W. McKinnon, Adolph Kempner, Chas. G. King, John Tredwell and Henry H. Newell, and Edw. F. Chapin, Douglas I. Van Ness, Clinton S. Beach, Royal W. Bell and Hugh Bartlett are members of the com'ite of arbitration held over and John E. Brennan, Fred D. Stevers, Kenneth P. Edwards, Jas. A. Begg and Chas. T. Hubbard are the hold over members of the com'ite of appeals.

INDIANA

Aboite, Ind.—Mr. Clark is mgr. of the 15,000-bu. elvtr. of the Farmers Elvtr. Co.

Indianapolis, Ind.—William P. Habig has been elected to membership in the Board of Trade.

Camden, Ind.—Roy Hunter is now mgr. of the Farmers Grain & Supply Co., succeeding S. C. Patty.

Ridgeville, Ind.—The elvtr. of the Hinton Grain Co. burned Jan. 7, with a total loss of about \$5,000.

Lebanon, Ind.—Farmers are trying to organize a company to build an elvtr. on the new branch of the Penn. R. R.

Pikes crossing (no p. o.), Ind.—An elvtr. will be erected at this station which is on the new branch of the Penn. R. R.

Charlestown, Ind.—This station has no elvtr. since the one owned by the Charlestown Mfg. Co. burned recently.—X.

Quinn's siding (Union Center p. o.), Ind.—The elvtr. of B. I. Holser & Co. has been reopened to take this season's grain.

Avery sta. (Frankfort p. o.), Ind.—The elvtr. of Wm. E. Spray was closed recently when the base of the engine broke.

Curtisville, Ind.—Fred Loyd, mgr. of the Windfall Grain Co. here, was bereaved Dec. 22 by the death of his father, Elza Loyd.

Hammond, Ind.—Mrs. Peter Wocik was picking up grain Jan. 2 at the Standard Elvtr. when a switch engine struck and killed her.

Indianapolis, Ind.—The date of the meeting of the Indiana Grain Dealers Ass'n has been changed to Jan. 19 and 20.—Chas. B. Riley, sec'y.

Terre Haute, Ind.—The safe in the office of the W. L. Holdaway Grain & Feed Co. was blown open Dec. 20 and \$210 in money and checks stolen.

Fountain City, Ind.—The elvtr. of Clark Bros. has been sold to Powell-Sherry & Co., of Greenville, O. Mr. Jarrett will probably be retained as mgr.

Harrisville, Ind.—We recently installed a 20-in. Monarch Attrition Mill and a Clipper Seed Cleaner at our elvtr. here.—Pierce Elvtr. Co., Union City.

Walton, Ind.—The newly organized Farmers' Elvtr. Co. has bot the elvtr. of Small Bros. A. A. Seagraves is pres. and Edgar Phillips, sec'y of the company.

Grabill, Ind.—We are not rebuilding our elvtr. as was reported and do not know of any elvtr. in this vicinity being improved or overhauled.—Witmer Grain Co.

Bryant, Ind.—We have been operating both elvtrs. here under lease for 2 years and will continue 5 years more but have not bot them.—Steifel & Levy, Ft. Wayne.

Greentown, Ind.—The fire which was discovered Dec. 27 in the basement of the elvtr. of John Holliday & Son was extinguished before much damage was done.

Jamestown, Ind.—Farmers are trying to form a company to build an elvtr. and handle grain, farm implements and other commodities. David H. Shockley will be treas.

Mardenis sta. (Huntington p. o. Ind.—Clyde W. Smith was elected pres. and Tully Ansin, sec'y of the newly organized Farmers Elvtr. Co. which will buy or build an elvtr.

Collett, Ind.—I will retire from the grain business for the present as I sold my elvtr. after having been in the grain and seed business here for the past 8 years.—Jesse L. Peters.

Ari, Ind.—O. Gandy & Co. expect to build an elvtr. here in the spring. This station is 4 miles east of Churubusco and is located on the Vandalia R. R.—Elmer E. Gandy, Churubusco.

Kendallville, Ind.—Clark & Son, operating a 5,000-bu. elvtr. and 50-bbl. mill here under the name of the City Mig. Co. will replace the steam engine with electric motors. The plant has been rewired.

Churubusco, Ind.—Farmers are trying to organize a company to build an elvtr. here. We own the only elvtr. here now which is situated on the Vandalia R. R.—Elmer E. Gandy, of O. Gandy & Co.

Union City, Ind.—We have installed a crusher, Western Sheller, Clipper Seed Cleaner, and a 20-in. attrition mill and have enlarged our feed storage and made several improvements to take care of our increasing trade.—Pierce Elvtr. Co.

Packerton, Ind.—The recently organized Farmers Elvtr. Co. incorporated; capital stock, \$15,000; incorporators, Geo. Merkle, S. Smith and others. It has closed a deal for the purchase of the elvtr. of S. J. Fisher and will take possession about Jan. 25.

Valparaiso, Ind.—John Bauer is mgr. of the elvtrs. at Montdale and Nickel sta. (Valparaiso p. o.) which are now owned and operated by the Nickel Grain Co. The company has increased its capital stock \$6,300, making the total capitalization \$16,300.—W.

Jonesboro, Ind.—Chas. F. Nabor, of Fairmount, and A. A. Ulrey, of North Manchester, have bot the 10,000-bu. elvtr. and 50-bbl. mill of the Jonesboro Mig. Co. from Wm. W. Wicks, of Bloomington, who will retire on account of illness. Chas. Van Valer will be local mgr. and miller of the plant which will be operated under the old name.

Antioch sta. (Cynthiana p. o.), Ind.—I will build an up-to-date 30,000-bu. elvtr. on the new Frankfort Indianapolis R. R. at this station which is 5 miles south of Frankfort. Work will be started just as soon as the road is built in the spring.—Frank Strange, Frankfort.

Terre Haute, Ind.—William Ping, 24 years of age, an employe of the American Hominy Mills, while working Dec. 24, fell into a bin of bran, which caved in upon him, burying him completely. He was found about 30 minutes later and was unconscious for a short time. It will be some time before he is fully recovered.

Colfax, Ind.—The office and storehouse at the elvtr. of the Farmers Elvtr. Co. was damaged by fire Dec. 29 to the extent of \$5,000 which is covered by insurance. The elvtr. was robbed a few days before and it was at first thought that a 2nd attempt had been made to blow the safe and the building set on fire to hide traces of this.

Herr crossing (no p. o.) Ind.—An up-to-date elvtr., to cost about \$20,000, will be built here by a new firm, consisting of Jenkins & Cohee, elvtr. owners at Lebanon and other stations, and Chas. and John Herr. A site on the Penn. R. R. right-of-way has been purchased by the new firm. This station is 7 miles southeast of Lebanon.

South Wanatah, Ind.—Edward E. Baske sold his granary and crib from which he loaded grain by gasoline power and dray here to the Farmers Elvtr. Co. which has let contract for a 30,000 bu. cribbed elvtr. Work will be started about Jan. 10 and completed about Mar. 10. Mr. Baske, who is sec'y and mgr., will continue to handle grain with the old outfit until the new equipment is ready for use. Burrell Eng. & Const. Co. has the contract.—X.

The politicians have made public office a private snap so long it is but natural that the people of Indiana should turn en masse to the support of a high-minded business man when they have an opportunity and every grain dealer of the state will be glad to help place Warren T. McCray of the McCray Grain Co., Kentland, in the Governor's chair. No state has ever been blessed with a Governor of higher ideals or greater sincerity of purpose.

Milton, Ind.—Failure to deliver 1,000 bus. of wheat is charged against T. J. Connell and Albert Anderson in a suit brot by the Lawrenceburg Roller Mills, of Lawrenceburg. The complaint alleges that the Milton Grain Co., of which Mr. Connell and Mr. Anderson are members, entered into contract with the Lawrenceburg Roller Mills on Jan. 11, 1915, to deliver 2,000 bus. of wheat at \$1.31 1/2 a bu., to be delivered in 10 days. On Jan. 15, 1915, the company delivered 999.2 bus. and received \$1,314.13. It failed to deliver the remainder, or 1,000.8 bus., and has refused to do so. The roller mills have been deprived of the \$87.50 profit it could have realized on the grain undelivered.

Indianapolis, Ind.—Urmston Grain Co. incorporated to operate grain elvtrs.: capital stock, \$150,000; incorporators, Leroy Urmston, Chessel Urmston, and others. Wm. C. Hayward, who has been with the Mutual Grain Co. for the last 5 years has severed his connections with that company and has formed an association with us, the company to be known as the Urmston Grain Co. The Indianapolis business will be strictly brokerage and commission. We will handle consignments and sales to arrive and any other business which comes under this line. S. B. Harting, formerly associated with the business here and at Buffalo, is retiring. The Urmston Grain Co. at Buffalo will continue as before and we will at times bid for them from Indianapolis, in order that the bids may reach shippers in good time which would be impossible were the bids to be sent direct from Buffalo. Mr. Hayward will have charge of the Indianapolis office and attend to the selling.—Le Roy Urmston, Urmston Grain Co.

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Warsaw, Ind.—Howard Smith has been granted a lease for 30 days on the elvtr. and mill of the Guyatt Mfg. Co., formerly the Smith Grain & Mfg. Co., which has been in the hands of a receiver. Mr. Guyatt, prop., recently made an assignment in favor of his creditors. If satisfactory arrangements can be made with Oldfather & Green, of Ligonier, owners of the buildings, Mr. Smith will undoubtedly continue to operate them at the expiration of this lease. Creditors of the bankrupt company will receive about 20c on the dollar.

IOWA

Sioux City, Ia.—F. Aldrich is now buying grain for the Armour Grain Co.

Clinton, Ia.—W. A. Henderson, pres. of the Riverside Mfg. Co., died recently.

Kirkman, Ia.—The Farmers Grain & Mercantile Co. contemplates doing some building.

Chatsworth, Ia.—H. B. Dalgleish has succeeded L. R. Irons as mgr. of the Farmers Grain Co.

Mt. Union, Ia.—C. W. Willey is agt. of the A. D. Hayes Co.—Alfred Rasmus, mgr. Farmers Elvtr. Co.

Glidden, Ia.—J. C. Riedesel, mgr. of the Farmers Elvtr. Co., has returned from a trip to the Pacific Coast.

Atlantic, Ia.—Walter and A. A. Nelson will build 7,000-bu. storage elvtrs. on their farm north of this place.

Larrabee, Ia.—Mr. Bradley, of Fonda, succeeded W. J. Cunningham Jan. 1 as agt. of the L. J. Button Elvtr. Co.

Beaver, Ia.—Chas. A. Black has resigned as mgr. of the Farmers Elvtr. Co. here and bot an elvtr. at Pioneer.

Whiting, Ia.—The Cassady & Whiting Grain Co. is making arrangements to move into its new office north of its elvtr.

Jefferson, Ia.—Mr. Nelson, of Bloomington, Ill., has accepted a position as traveling auditor for the Neola Elvtr. Co.

Strahan, Ia.—G. S. Eacrett, of Malvern, has been chosen as mgr. of the new elvtr. of the Farmers Elvtr. Co. at this place.

Des Moines, Ia.—The annual convention of the Iowa Farmers Grain Dealers' Ass'n will be held in this city Feb. 15, 16 and 17.

Des Moines, Ia.—The S. E. Squires Grain Co. has moved into new quarters which were formerly occupied by the Clark Brown Grain Co.

Cedar Rapids, Ia.—E. S. Yeisley has bot the interest of C. S. King in the King-Wilder Grain Co. and Mr. King will spend the winter in California.

Coburg, Ia.—McGreer Bros. are building an addition to their elvtr., increasing the capacity to 15,000 bus. Feed grinding machinery will be installed.

Charles City, Ia.—Tom Berryman, traveling representative for the Rogers Grain Co., of Chicago, Ill., who has his headquarters in this city, is now out of the grain business.

Des Moines, Ia.—A milling company, headed by O. F. Bast, of Park Rapids, Minn., will take over the plant of the Shannon & Mott Mfg. Co. which has been operated by B. A. and Lee Lockwood.

Mount Ayr, Ia.—Chas. Teale is now mgr. and bookkeeper for the Iowa-Missouri Grain Co., succeeding C. R. Rauch who resigned last month. No change has been made in any of the other officers.—Howard Tedford, sec'y.

Emerson, Ia.—Farmers Co-operative Co. incorporated to handle grain, coal and other products; capital stock, \$10,000; incorporators, A. F. Smith, pres., H. L. Whipple, vice-pres., W. J. Adams, sec'y and James Durbin, treas.

Davenport, Ia.—The Grain Exchange elected its old officers for the coming year. They are as follows: W. H. Holliday, pres., W. E. Weeks, vice-pres., W. J. Martin, treas., and myself, sec'y. The above, with Fred Zoller, are the directors.—Bert Dow.

Fenton, Ia.—The Farmers Elvtr. Co. is installing a Richardson Wagon Scale, equipped with compound beam and inner steel frame.

KANSAS

Rossville, Kan.—The elvtr. of C. E. Fritz will be closed.

Haggard, Kan.—J. B. Jones is building an elvtr. on his farm.

Jamestown, Kan.—E. F. Bunker will install a Boss Car Loader.

Soldier, Kan.—J. E. and C. O. Wilcox have opened a grain office here.

Bucklin, Kan.—I am now mgr. of the Farmers Elvtr. Co.—M. J. Young.

Aulne, Kan.—An annex to the elvtr. of J. L. Wilkin is under construction.

Hackney, Kan.—The Arkansas City Mfg. Co. has put a new scale in its elvtr.

Sabetha, Kan.—The elvtr. of Ed Ruse is now operated by T. J. Pace under lease.

Sterling, Kan.—H. A. Miller is western mgr. of the International Mill & Elvtr. Co.

Aredale, Kan.—The Otto Weiss Mfg. Co. will install a Boss Car Loader in its elvtr. here.

Bushton, Kan.—The Bushton Mill & Elvtr. Co. is installing a steam heating plant.

Manhattan, Kan.—The Purity Mfg. Co., operating an elvtr., has closed its plant for repairs.

Greenwich, Kan.—The Greenwich Elvtr. & Mercantile Co. will install a Boss Car Loader.

Vliets, Kan.—The Farmers Union Ass'n has bot a Richardson Automatic Scale for its elvtr.

Roschill, Kan.—L. H. Powell & Co. have put a Richardson Automatic Scale in their elvtr. here.

Wichita, Kan.—F. B. Fulling is now acting as traveling solicitor for the McCullough Grain Co.

Chapman, Kan.—F. E. McBein, of Ob-long, Ill., is now mgr. of the Chapman Mill & Elvtr. Co.

Hanover, Kan.—The Farmers Union has purchased an elvtr., coal bins and stock and feed business.

Latham, Kan.—The E. A. Riley Lumber Co. has installed a late model Richardson Automatic Scale in its elvtr.

Bloom, Kan.—L. E. Webb is in charge of our elvtr. at this place.—E. M. Smart, sec'y Southwest Grain Co., Stafford.

Clearwater, Kan.—The Farmers Elvtr. Co. expects to reorganize and reopen its elvtr. for business the coming season.

Dodge City, Kan.—Gould & Son have secured a site on the Santa Fe and will build a 30,000-bu. elvtr. in the spring.

Morland, Kan.—The Farmers Elvtr. Co. is operating the elvtr. formerly conducted by the Shellabarger Mill & Elvtr. Co.—X.

Ford, Kan.—John W. Scott and E. C. Beauchamp have entered the grain business and will build an elvtr. in the spring.

Atchison, Kan.—A. Burton, of the Blair Mfg. Co., has practically regained the sight in his eye which he lost while playing ball.

Ray, Kan.—The Farmers Grain & Supply Co. has purchased a Richardson Type Registering Beam Wagon Scale with steel frame.

Haddam, Kan.—The elvtr. of the Duff Grain Co. is now in charge of M. E. Lawrence, who has succeeded Ray Kenton as agt.

Zyba, Kan.—T. K. Bell, of Peck, will build a new elvtr. soon to take the place of the one blown down by the cyclone Nov. 10.

Salina, Kan.—The Lee-Warren Mfg. Co. is placing lightning rods on all its elvtr. and mill buildings. H. D. Lee, a large stockholder, has moved to Kansas City, Mo. to take care of other business interests.

Ludell, Kan.—The Co-operative Equity Exchange has replaced its old automatic scale with a late model Richardson Automatic Scale.

Ford, Kan.—The Farmers Elvtr. Co. is installing a Richardson Wagon Scale, fitted with compound beam and entire concrete construction.

Fellsburg, Kan.—The Southwest Grain Co., of Stafford, will build an elvtr. at this station.—Chas. Philpott, agt., Hopewell sta. (Pratt p. o.).

Penokee, Kan.—The equipment for the new elvtr. under construction for the Peterson Grain Co. is being furnished by the Richardson Scale Co.

Garden City, Kan.—The Morton Grain Co. is building a 16,000-bu. elvtr. north of this city on the branch railway. It will be completed in February.

Minneapolis, Kan.—Wm. Haley & Son have sold their elvtr. to John Wolfersperger, of Lindsey. A. W. Haley is with the new owner for the present.

Hopewell sta. (Haviland p. o.) Kan.—Chas. Philpott is mgr. of our recently completed 12,000-bu. elvtr.—E. M. Smart, sec'y Southwest Grain Co., Stafford.

Wellington, Kan.—I have leased 2 more elvtrs. and will now operate 4 houses with headquarters at this place.—H. C. Vesper Grain Co., formerly at Sharon.

White City, Kan.—R. M. Sheppard has let contract for a new elvtr. to the R. M. Van Ness Construction Co. Equipment includes a Richardson Automatic Scale.

Topeka, Kan.—Elvtr. and mill owners are watching their plants closely as fires have been discovered lately in the elvtrs. of the Kaw Mfg. Co. and the Inter-Ocean Mills.

Hays, Kan.—The new 250,000-bu. concrete elvtr. of the Hays City Mill & Elvtr. Co. has been completed by the Burrell Engineering & Construction Co. which had the contract.

Smith Center, Kan.—The Smith Center Co-operative Grain Co. is contemplating the purchase of the elvtr. and other property of the Smith Center Mill, Elvtr. & Light Co.

Howell, Kan.—We are figuring on remodeling our elvtr. and increasing the capacity to 10,000 bus. C. B. Allen is mgr.—E. M. Smart, sec'y Southwest Grain Co., Stafford.

Hedville sta. (Salina p. o.) Kan.—The C. E. Robinson Grain Co. has purchased a Richardson Automatic Scale for its elvtr. now under construction. The White Star Co. has the contract.

Trousdale sta. (Pratt p. o.) Kan.—Work is progressing on our new 15,000-bu. elvtr. which is being erected on the new Anthony & Northern Ry that connects with the C. R. I. & P. at Pratt.—E. M. Smart, sec'y Southwest Grain Co., Stafford.

Topeka, Kan.—S. M. Brewster, attorney general, has ordered an investigation of charges that grain companies in southwestern Kansas have been violating the anti-discrimination act by paying more for wheat in some towns than in others.

Wichita, Kan.—A meeting of the creditors of the Wichita branch of the Fort Worth Elvtrs. Co., for the purpose of declaring the final dividend, considering reclamations, priorities, allowances and fees, was held Jan. 7 in the office of H. C. Sluss, referee in bankruptcy.

Fellsburg, Kan.—Work is progressing on the new 25,000-bu. elvtr. of the Farmers Elvtr. Co. A Richardson Automatic Scale and other up-to-date equipment is being installed. A. Gatterman is pres., F. H. Butler, vice-pres., A. B. Fisher, sec'y-treas. and W. H. Poling, mgr. of the company.

Topeka, Kan.—The elvtr. and mill of the Topeka Mfg. Co. has for the past 2 1/2 years been in the hands of receivers who report that a 90% dividend can now be paid. Assets now on hand amount to \$40,703.31 of which \$11,950.56 is cash. The court allowed \$3,000 for the work of the receivers.

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Hutchinson, Kan.—J. R. Baker, pres. of the Board of Trade, gave a luncheon Dec. 31. Every grain man in the city, whether a member or not, and his employees, were invited. The sample tables were arranged end to end and the luncheon was eaten buffet style. Grape juice and cider were served. Short talks were made by Pres. Baker, L. B. Young, Fred Larabee and Sec'y Talcott. The boys had a real good time.—M.

Topeka, Kan.—Receipts of the Kansas state grain inspection dept. were nearly 4 times as large in November as for the corresponding month in 1914. The monthly report shows receipts for November, 1915 were \$12,420.80; compared with \$3,246.47 for November, 1914. The dept. inspected 14,263 cars and weighed 6,846. The bulk of the increase in receipts was at Kansas City, Kan., where \$1,541 was collected for weighing grain.

Winfield, Kan.—The Neola Elvtr. Co., of Kansas City, Mo., leased the big Santa Fe Elvtr. last spring. Before that time the Rawlins-Dobbs Co., a Kansas company, leased it and when that company, the Rawlins-Smith Grain Co. and Rawlins, Beverly & Co. suspended business, the Santa Fe had the elvtr. on its hands and leased it during the 1914 season to the John Hayes Grain Co., of this city, which company gave it up in a short time. After standing idle for some time the Neola Elvtr. Co. took it up this season. Export grain is now being handled thru the house and a crew is engaged, subject to call at any and all times, but the elvtr. is not in operation constantly.—G. Clinton Adams.

Lacrosse, Kan.—Harry E. Jeffries, grain buyer for the Farmers Elvtr. Co., was badly injured at the elvtr. when a set screw in a collar on the main driving shaft caught the bottom of the leg of his overalls and drew him down against the shaft. He managed to reach the clutch and throw the rope drive out of gear, but in doing so had his other foot jammed under one of the pulleys and was badly burned on the neck and head by the rapidly moving rope. His left leg was broken above the ankle, the bones being badly crushed and splintered. His clothing wrapped around the rapidly revolving shaft and pulled him down so that the setscrew dug into his left knee which was terribly lacerated. He was alone at the time the accident happened and it was at least 20 minutes before his cries for help were heard. All his clothing had been torn from his body, with the exception of the right shoe and sock, and the sleeves of his jacket which were pulled down around his wrist and held him firmly against the shaft. His right foot was so firmly jammed fast that it was necessary to cut the shoe from it to release it.

KENTUCKY

Bowling Green, Ky.—George T. Massey has taken over the grain business of the Bowling Green Mfg. Co.

Owensboro, Ky.—Max Paulin, of Tell City, has secured a position with the Rapier Grain & Seed Co.

Bradfordsville, Ky.—T. C. Jackson has bot the elvtr. and mill property of B. Terhune & Sons, in behalf of the creditors, at the recent receiver's sale. The price paid was \$9,000.

Hardinsburg, Ky.—The Hardinsburg Mill & Elvtr. Co. has consolidated with Heston, Whitworth & Co. and the business will be continued under the former name, the capital stock having been increased to \$18,000. A. Taylor and Russel R. Comp-ton are now in charge, Wade and Victor File having sold their interest in the elvtr. and mill.

LOUISVILLE LETTER.

Mrs. W. A. Thomson, wife of W. A. Thomson, a grain dealer of this city, was robbed by a negro, of a purse, containing several dollars.

The J. H. Jones Co. incorporated to handle grain, feed and flour; capital stock, \$30,000; incorporators, J. H. Jones, E. G. Ellert and others.

Warwick M. Doll, general mgr. of R. H. Menefee & Co., who recently disposed of their business, was bereaved last month by the death of his mother.

The capacity of the elvtr. of E. G. Duckwall & Co. has been increased to 30,000 bus. which, with its 130,000-bu. warehouse, gives the company storage for 160,000 bus. of grain and feed.

Sebastian Zorn, head of the grain firm of S. Zorn & Co., has retired from active business. His son, Garnett Zorn, together with his business associate, Thos. G. Williams, will continue the business.

The schedule of dues for the Board of Trade has been revised so that men in companies doing limited business will not have to pay as much as larger ones. Many names have been added to its roster.

Oscar Farmer & Sons have taken over the grain and hay business of R. H. Menefee & Co. which includes a 50,000-bu. elvtr. and storehouse. This will give them the needed facilities for their expanded business. Mr. Menefee, who is pres. of the Commercial Club, will engage in another line of business.

LOUISIANA

New Orleans, La.—Paul Kalman, of A. F. Leonhardt & Co., was bereaved by the recent death of his mother.

New Orleans, La.—At the election of officers of the Board of Trade, held Jan. 10, M. J. Sanders, first vice-pres., was an aspirant for the office of pres., to succeed Jedd D. Hardin, who has filled the office for 2 years. Three vice-presidents and 13 directors were chosen at the annual meeting of the Board of Trade on Jan. 5.

MARYLAND

Sykesville, Md.—The Maryland Mfg. & Supply Co. will be incorporated with W. H. D. Warfield, Jas. H. Gambrill, Jr., of Frederick, and others as stockholders. The business of the Sykesville Lumber, Coal & Grain Co. has been acquired and a lease will be taken on the building, fixtures and equipment of the Sykesville property.

BALTIMORE LETTER.

The election of officers of the Chamber of Commerce will be held Feb. 2.—Jas. B. Hessong, sec'y.

C. C. Fink, for many years a dealer in flour, contemplates engaging in the grain commission business.

Offices in the Chamber of Commerce Bldg. have been opened by the Western Maryland Ry. Co. to take care of the business connected with its new elvtr. at Port Covington.

Bay boats carrying grain were unloaded Dec. 23 by the suction process at the new elvtr. of the Western Maryland Ry. Co. at Port Covington. This was the first time the method had been employed in this city and the plan worked successfully.

J. Herman Reigler, Howard B. Jackson, of Jackson Bros. & Co., Chicago, Ill., Garnett C. Ball and Maxwell C. Byers, of the Western Maryland Ry. Co., have applied for membership in the Chamber of Commerce, and Chas. C. Fink has been admitted to membership.

MICHIGAN

Grand Ledge, Mich.—William Lee, employed at the elvtr. of Doty & Doty, died suddenly Dec. 22.

Chester, Mich.—Belden & Co. will put a new cleaner and engine in their elvtr. as well as making other improvements.—F. F. Flaherty, Charlotte.

Detroit, Mich.—Herman Sternhagen, who retired from the grain and feed business last April, died Dec. 31. He is survived by his widow and 2 children.

Charlotte, Mich.—Belden & Co. have installed a Clipper Cleaner in their elvtr. This cleaner has a capacity of 500 bus. of wheat per hour.—F. F. Flaherty.

Lowell, Mich.—Frank T. King, pres. of the King Mfg. Co., will turn over the management of the business to younger members of the company and retire from active business.

Detroit, Mich.—Members of the Board of Trade, according to custom, celebrated on the last day of the year. Those who did not take part were glad that the storm was of short duration.

Richmond, Mich.—Another 25% dividend will be declared by the Richmond Bank, which closed its doors following the failure of the Richmond Elvtr. Co. This is the 3rd dividend and will amount to \$62,000.

Battle Creek, Mich.—A. J. Carpenter of this city, and C. E. Carpenter, of Schoolcraft, have established the Carpenter Grain Co. with offices in the Ward Bldg. The company will continue to operate the transfer elvtr. at Edwardsburg, Mich., and has now completed a good sized feed mill addition, as an annex to its elvtr. there.—A. J. C.

MINNESOTA

Leonard, Minn.—Mr. Rudser has purchased an elvtr. at this place.

Karlstad, Minn.—L. A. Anderson is no longer agrt. of the Atlantic Elvtr. Co.

Waubun, Minn.—Nothing definite has been done so far regarding a co-operative elvtr. here.—X.

Zumbrota, Minn.—The Red Wing Malt-
ing Co. has purchased a Boss Car Loader for its elvtr. at this place.

Kiester, Minn.—The Western Elvtr. & Grain Co., of Winona, has taken over the elvtr. of the Western Elvtr. Co.

Kasota, Minn.—The Wm. Rahr Sons Co., of Manitowoc, Wis., has made improvements in its newly acquired elvtr. at this place.

Jasper, Minn.—Edward Burg is still mgr. of the Farmers Elvtr. Co. and was not succeeded by J. P. Leiss as was recently reported.

Kenyon, Minn.—Wm. F. Gongoll has succeeded Julius J. Meyer as mgr. of the machine dept. of the Farmers Mercantile & Elvtr. Co.

Fairfax, Minn.—Herman F. Wright, mgr. of the elvtr. of the Crescent Mfg. Co., was married Dec. 24 to Miss Mary Eliason, of Minneapolis.

St. James, Minn.—The elvtr. is closed and nothing has been done so far regarding the estate of C. J. Imholt, who died Nov. 27.—X.

St. Paul, Minn.—Federal Grain Co. incorporated; capital stock, \$15,000; incorporators, Meyer M. Isaacs, Hymen Priesmen and Harry Meyers.

Watonna, Minn.—The L. G. Campbell Mfg. Co. has appointed F. E. Adair, of Duluth, supt. of its elvtrs. at this place and Blooming Prairie.

Winona, Minn.—We took over the business of the Western Elvtr. Co. but are in no way connected with the Western Grain & Coal Co.—Western Elvtr. & Grain Co.

St. Paul, Minn.—Work on the proposed elvtr. of the Equity Co-operative Exchange has been postponed until it is definitely decided that there is no flaw in the title to the site.

Ghent, Minn.—G. W. Van Dusen & Co., whose elvtr. burned Dec. 10, has resumed business in the old elvtr. of the Western Elvtr. Co., having bot the interests of the Farmers Elvtr. Co. and Bingham Bros. in that company.

Winona, Minn.—We will handle all business connected with Elvtr. "F" of the Northwestern Ry. Co., which we have leased for a period of 5 years, from our Minneapolis office.—F. J. Seidl, mgr. Gould Grain Co., Minneapolis.

Morgan, Minn.—Morgan Mfg. Co. incorporated; capital stock, \$25,000; incorporators, Caspar Green, Alfred Green and W. J. Matthe. The new company will operate the 25,000-bu. elvtr. and mill formerly conducted by Caspar Green & Son as the Morgan Roller Mills.

Wells, Minn.—S. F. Heath, bookkeeper and accountant for Byrnes Bros. for several years, is now a member of the firm which will now be known as Byrnes & Heath, Peter Byrnes retiring. This change will affect this office only and not the line of elvtrs. which the company operates.

Ellendale, Minn.—The Farmers Elvtr. Co. will install a 5-h.p. motor for the elevating machinery and later will put in a larger one for feed grinding. At a recent meeting the company decided to make a cut-off on wheat in January to find out where it stood. Hitherto a cleanup has been made once a year, but the directors thought it would be wise to make this supplementary investigation.

Harold sta. (Crookston p. o.), Minn.—The cause of the fire which destroyed our elvtr. Dec. 14 is not known. The loss is total and is covered by insurance. The elvtr. contained about 15,000 bus. of oats, from 3,000 to 4,000 bus. of wheat and some barley which was also insured. We will erect an up-to-date elvtr. with a capacity of from 25,000 to 30,000 bus. as soon as the weather permits.—Monarch Elvtr. Co., Minneapolis.

Mapleton, Minn.—The elvtr. of I. A. Lowne, containing about 600 bus. of wheat and a quantity of corn and feed, burned Dec. 29 with a loss of about \$3,000. It was the center elvtr. of a group on the Mil. R. R. and was connected to the one owned by J. H. Doble by a coal shed. Owing to the slight east wind Mr. Lowne's elvtr. was the only one burned. The fire is thought to have started in the office of the elvtr. which was at one time owned by the Farmers Elvtr. Co. It was insured for \$1,500 and will be rebuilt.

DULUTH LETTER.

W. H. Kiichli, of the Standard Grain Co., has announced the recent birth of a son.

Out of respect to the memory of the late Governor Hammond the Board of Trade closed Jan. 3 at noon.

The annual election of the directors of the Board of Trade Clearing House Ass'n will be held this month.

O. E. Martin has applied for membership in the Board of Trade and the membership of Chas. D. Boyles has been withdrawn.

The usual New Year's celebration took place at the Board of Trade during the closing trading hours. So much enthusiasm was shown that the older members were not sorry when it was over.

MINNEAPOLIS LETTER.

The Chamber of Commerce adjourned Jan. 3 at noon in respect to the memory of the late Governor Hammond.

William Young, supt. of the Cargill Elvtr. Co., with his wife, will spend the rest of the winter in California.

Membership certificate No. 2673 in the Chamber of Commerce has been reported as lost or stolen from John Hokanson.

We handle our country business from this point, but do not buy and sell grain in the city.—P. A. Highum, of P. A. Highum & Co.

A meeting of the creditors of the defunct P. B. Mann-Anchor Co. will be held in the Federal Bldg. on Jan. 17.—Alexander McCune, referee in bankruptcy.

The memberships in the Chamber of Commerce of Walter Thexton, C. L. Googins and Fred McCord have been revoked for alleged unprofessional conduct.

A private wire office has been opened in the Chamber of Commerce Bldg. by E. W. Wagner & Co., of Chicago, Ill. L. J. Buchanan, member of the Chamber of Commerce for 10 years, is mgr.

The Peavey Duluth Terminal Co. and the Globe Elvtr. Co., which were incorporated in West Virginia, have been granted Minnesota state charters; capital stock, \$1,900,000; incorporators, F. T. Heffelfinger, F. P. Wells and others, all of this city.

Thomas Hanson, grain dealer and member of the Chamber of Commerce for 25 years, died Jan. 6, following an operation last week. He is survived by his widow, 2 sons and 2 daughters. Adolph Hanson, his son, is a member of the Chamber of Commerce.

Request for transfer of memberships in the Chamber of Commerce have been made by the following: From E. L. Welch to E. R. Tuffree, W. D. Gregory to H. C. Grabo, buyer for the Milwaukee Elvtr. Co., Manitowoc, Wis., and C. R. Fowler to C. C. Fields, mgr. of the Norris Grain Co., of Chicago, Ill., at Winnipeg, Man.

A. W. Griswold has applied for a traveling representative's license to represent the A. J. Atkins Grain Co. and Floyd P. Creaser has asked for one to represent the Hoover Grain Co. Licenses have been issued recently to A. K. Stratton to represent the Brown Grain Co.; D. C. McGregor to represent the Abbey Grain Co.; H. E. Diemer to represent the Victoria Elvtr. Co.; A. J. Kennebrook to represent the Gould Grain Co.; Arnold H. Bock to represent the United Grain Co., and Geo. E. Sanborn to represent the Atwood-Larson Co.

The 3rd annual banquet of the traveling solicitors for grain firms of this city was held Dec. 30 at the Athletic Club. Frank Kelly acted as temporary presiding officer and Henry Nicolin as toastmaster. Those present enjoyed speeches on "Good Fellowship," by Robt. Hancock, of the Quinn-Shepherdson Co., "Road Experience," by Walter Borrill, of the Getchell-Tanton Co., "How Solicitors Are Looked at from the Sec'y's Office," by E. S. Hughes, asst. sec'y of the Chamber of Commerce, "The Political Knight of the Grip," by C. M. Reese, of the Minnesota Grain Co., and others. A permanent organization will be formed.

On Jan. 3 Judge W. C. Leary, in the Minneapolis switching case, which is being watched for precedent by railroad attorneys all over the country, upheld the order of the Minnesota railroad and warehouse commission of Jan. 8, 1915, relative to the Milwaukee and Omaha roads and the Minneapolis Eastern. The order means that the court affirms the commission's ruling that the 2 systems may not charge \$1.50 a car for switching to or from their lines and the Minneapolis Eastern. The "switching roads" really are part of the parent roads owning them, and are merely maintained as a means of exacting revenue for switching cars over rails that constitute their own terminals. If Judge Leary's decision stands it will establish new law in railway litigation, according to Railroad Commissioner C. E. Elmoquist, who said Jan. 4 that there are scarcely any authorities bearing on the point involved, as to the legality of a switching charge by a terminal company subsidiary to the one delivering the shipment. Attorney General Lyndon A. Smith said, "We take the position that a shipper sending a carload of grain to a certain point is entitled to have it delivered without extra charge made necessary by some artificial device."

MISSOURI

Lancaster, Mo.—The elvtr. of the Schuyler County Mfg. Co. is being overhauled.

Tarkio, Mo.—R. L. Gross has succeeded Gross & Gross in the grain and feed business.

Tipton, Mo.—I expect to build at once an elvtr., with a capacity of from 10,000 to 12,000 bus.—A. C. Yontz.

Hannibal, Mo.—Spencer M. Carter, of Carter, Shepherd & Co., celebrated his 90th birthday anniversary on Dec. 5.

Reeds, Mo.—Peoples Elvtr. Co. incorporated; capital stock, \$5,000; incorporators, M. J. Whitaker, W. A. Stroup and others.

Macon, Mo.—Chas. Burkhardt, prop. of the Macon Elvtr., is erecting a 16x16x16 ft. building west of the elvtr. It will be used for corn cobs.

Clearmont, Mo.—G. W. Carter has sold out to Guy Clary, who will rebuild the burned elvtr.—H. E. Combs, asst. mgr. Farmers Elvtr. Co., Forest City.

Marston, Mo.—S. S. Barns is reported to be contemplating the erection of an elvtr. to handle next season's crop.—J. C. McCabe, prop. Portageville Mfg. Co., Portageville.

Sikeston, Mo.—We contemplate building an elvtr. here similar to our plant under construction at Oran. The capacity will not be less than 550,000 bus.—Scott County Mfg. Co.

Kahoka, Mo.—I have bot the half interest of H. E. Lang in the firm of Lang & Arnold and will run the elvtr. on my own account with the assistance of hired help.—J. S. Arnold.

Blue Springs, Mo.—Samuel L. Luttrell, who with W. E. Luttrell, operated a 50,000-bu. elvtr. and mill under the name of the Blue Springs Mfg. Co., died Dec. 13 of pneumonia, aged 61 years.

Blodgett, Mo.—Clifford Burfield, the 8-year-old son of A. Burfield, fireman at the elvtr. of the Blodgett Elvtr. & Grain Co., was killed Dec. 14. While waiting for his father at the elvtr. his clothing caught in a shaft.

Oran, Mo.—We are building a concrete and steel elvtr., consisting of 10 concrete tanks, in connection with our mill at this place. The Burrell Engineering & Construction Co. has the contract.—Scott County Mfg. Co., Sikeston.

Easton, Mo.—We have the only elvtr. at this station, having bot the 10,000-bu. elvtr. of G. W. Helm, on the Burlington R. R. We also operate one for Mr. Helm at Freeman Park, 4 miles from this station, on the Rock Island R. R. W. C. Porter and E. A. Algaier are the mgrs. of both houses.—Easton Grain Co.

KANSAS CITY LETTER.

W. H. Bickel, of La Porte City, Ia., has accepted a position with the Kemper Grain Co.

T. J. Brodnax, of Brodnax & McLiney, recently underwent a successful operation for appendicitis.

G. M. Vogt, of the Neola Elvtr. Co., has bot the membership in the Board of Trade of E. G. Rall, of Ft. Worth, Tex., for \$5,000, including the transfer fee.

Charles V. Fisher, pres. of the C. V. Fisher Grain Co., is recovering from an operation for stomach trouble at Denver, Colo., where he will remain for the rest of the winter.

The trading hall of the Board of Trade will be greatly enlarged and improved. A smoking and lounging room will be built. New windows will be made to secure a north light on the sample grain tables.

The annual election of officers of the Board of Trade was held Jan. 4. B. C. Moore was elected pres., John R. Tomlin, first vice-pres., O. A. Severance, 2nd vice-pres., F. W. Hoebel, F. B. Godfrey, W. B. Lincoln, J. L. Root, E. E. Roahen, H. J. Smith, directors, and N. S. Shannon, N. F. Noland, W. G. Hoover, H. F. Spencer and Tracy L. Cockle on the arbitration com'ite.—E. D. Bigelow, sec'y.

ST. LOUIS LETTER.

Jesse O. Witt, of the Acme Mfg. Co., Talbot, Tenn., has applied for membership in the Merchants Exchange.

The usual noisy New Year's celebration on the Merchants Exchange was displaced this year with music and vaudeville. The younger members started a collection to buy footballs to kick about the trading hall but the older members put a stop to this. A large stage was erected at the north end and a band engaged to play from 11 o'clock until noon when a vaudeville entertainment was enjoyed which lasted until 2 o'clock. Members and their families occupied 600 seats while several hundred persons stood in the rear of the hall.

The GRAIN DEALERS JOURNAL.

August K. Wilding, 71 years of age, a retired grain dealer, died Jan. 1. He was at one time supt. of the St. Louis Elvtr. Co. and was connected with other grain firms until forced to retire on account of failing health.

E. L. Waggoner, who retired last month from the Marshall Hall-Waggoner Grain Co., was married Dec. 26 to Miss Arrah Smith, of Fairmont, Ill. The couple are now at New York, N. Y. and will sail in a few weeks for Cuba and Palm Beach.

The annual election of officers of the Merchants Exchange took place Jan. 5. John Schreiner was the only candidate for pres., John O. Ballard for first vice-pres. and E. C. Andrews for 2nd vice-pres. Frederick Krey, L. A. Valier, A. J. Rogers and J. F. Vincent were named for the directorship. Roger P. Annan, Jr., retiring pres., was a nominee for the board of directors, according to custom. As there was only one ticket in the field the election was a mere formality.

Nine members of the Merchants Exchange, who were delinquent for dues for 1915, were dropped from the roll on Dec. 31. The dues amount to \$40. Some of these are out-of-town people, and include storekeepers, manufacturers and commission merchants. Eleven were dropped in 1914 and only 3 in 1912 and 1913. Total membership is now 1108; compared with 1139 on Dec. 31, 1914. During the year 59 transfers of membership were recorded, 25 members died, 2 resigned and one was expelled.

Announcement has been made by Chas. Rippin, traffic commissioner for the Merchants Exchange, that in addition to the absorptions authorized on grain and grain products from the industries in this city or East St. Louis, destined to points in Arkansas, Louisiana, Texas or Mexico, the Cotton Belt Ry. will absorb the inbound switching charges, including cost of river transfer. The Cotton Belt will also pay the cost of switching on carload shipments of grain, grain products and stock or poultry feed from the industries located on the tracks of connecting lines within the switching limits of East St. Louis.

In the complaints of grain dealers of this city against a number of railroads the Missouri Public Service Commission has ruled that when shipments of grain bags are offered for return transportation via the same railroad from the point of destination by the consignee of the inbound shipment, they shall be returned to the consignor of the inbound shipment at half of the 4th class rate. The commission ruled on the packing that the railroads must accept bags when packed 49 in the 50th bag, with the ends of the 50th bag properly sewed, under the same conditions as the bound with not less than 3 separate strands of wires or rope ties as now required.

MONTANA

Carlyle, Mont.—The Golden Valley Farmers Elvtr. Co. has completed its new 40,000-bu. elvtr.

Forsyth, Mont.—Swan Nelson, of Webster, S. D., is operating his recently acquired elvtr. at this point.

Scobey, Mont.—Ed Nelson, agt. of the Montana & Dakota Grain Co., has been arrested and placed under \$1,000 bond, charged with buying grain which had been hauled from Canada without paying the duty of 10c a bu. The company's elvtr. was closed by the custom's officers until \$500 was paid to cover the balance of the Canadian grain and the duty on it.

Great Falls, Mont.—The headquarters of the Gallatin Valley Mig. Co. have been moved from Belgrade to this city. Dan R. Fisher, sec'y and mgr. of the company, is in charge of the new offices in the Ford Bldg. Plans have been completed for starting work on about a dozen elvtrs. next year and the company has applications on file with railroads that may result in the erection of 20 or more in Montana during 1916.

Brady, Mont.—The Gallatin Valley Mig. Co., of Belgrade, has bot the elvtr. of the Winter-Truesell-Ames Co.

Manhattan, Mont.—No company operates as the Farmers Grain Co. at this station as was recently reported.—P. M.

Raynesford, Mont.—Our new 30,000-bu. iron clad elvtr. located on the Great Nor., is now in operation. George Hay is pres. B. Asemann, sec'y-treas. and Chas. A. Minnier, mgr. of our company which will handle farm produce in connection with the grain business.—Equity Co-operative Ass'n.

NEBRASKA

Brady, Neb.—The Farmers Elvtr. Co. has installed new scales.

Dixon, Neb.—Wm. Reising resigned Jan. 1 as agt. of the Atlas Elvtr. Co.

Carroll, Neb.—Ed Williams, of Atkinson, is now mgr. of the Farmers Elvtr. Co.

Abie, Neb.—Repairs have been made on the lumber shed of the Farmers Elvtr. Co.

Norfolk, Neb.—A new elvtr. will be built by the Farmers Grain & L. S. Co.

Eustis, Neb.—The Farmers Elvtr. Co. has installed new automatic grain scales.

Sargent, Neb.—D. T. Adams has bot and taken possession of the elvtr. of Frank A. Gustafson.

Miller, Neb.—The Farmers Elvtr. Co. is planning to handle lumber in connection with its elvtr.

McCook, Neb.—I am mgr. of the 30,000-bu. elvtr. of the McCook Equity Exchange.—S. S. Garvey.

Cotesfield, Neb.—The Farmers Grain & Supply Co. has put new grinding machinery in its elvtr.

Chappell, Neb.—The Farmers Elvtr. Co. is building a flour warehouse in connection with its new mill.

North Bend, Neb.—C. C. Snyder succeeded Levi Williams Jan. 1 as mgr. of the Farmers Union Co.

Creighton, Neb.—Electric motors have taken the place of gasoline engines at the elvtrs. at this place.

Loma, Neb.—Alois Puzicka has traded his elvtr. to Mr. Van Ert for his farm southwest of this city.

Stratton, Neb.—The erection of a new elvtr. is contemplated by the Farmers Grain, L. S. & Supply Co.

Franklin, Neb.—The Franklin Mills Co. is building a cupola on its plant, 10 ft. high, so as to enlarge the elvtrs.

Emerson, Neb.—The Holmquist Grain & Lumber Co. is installing a new 8-h. p. gasoline engine in its elvtr.

Friend, Neb.—Clyde Andrews, of Dorchester, has taken a position with P. Stepanek at the Acme Mill & Elvtr.

Wilbur, Neb.—The Farmers Elvtr. Co. has installed a 20-h. p. electric motor and other equipment in its elvtr.

Blue Springs, Neb.—I have placed F. V. Cummins in charge of my recently acquired elvtr. at this place.—Joe Windle, Salem.

Omaha, Neb.—Western Grain Co. incorporated; capital stock, \$10,000; incorporators, O. E. Harris, E. S. Westbrook and others.

Ashland, Neb.—Ashland Grain Co. incorporated; capital stock, \$20,000; incorporators, W. P. Nelson, L. C. Parks and others.

Milligan, Neb.—Two men are scooping grain here. The regular dealers are the Lincoln Grain Co. and the Nebraska-Iowa Grain Co.

Murphy, Neb.—O. R. Garwood has resigned as mgr. of the Farmers Elvtr. Co. which is a branch of the Aurora Elvtr. Co. of Aurora.

Omaha, Neb.—Grain dealers who have engaged office room in the new Grain Exchange Bldg. expect to start moving in about Jan. 15. They all expect to be in by Feb. 15 when the Grain Exchange will open in its new quarters.

Harvard, Neb.—Emil Bauer, convicted of embezzling \$2,000 of the Farmers Elvtr. Co.'s money, has appealed to the state supreme court.

Hastings, Neb.—Fred Lesen, formerly traveling representative for the Armour Grain Co., of Chicago, Ill., died recently at Kansas City, Mo.

Arlington, Neb.—The Arlington Lumber & Grain Co., H. C. Eurup, pres., has bot the grain, lumber, and coal business of the Updike Grain Co.

Callaway, Neb.—The elvtr. of the Trans-Mississippi Grain Co. has been closed for the season on account of the scarcity of grain in this section.

Creston, Neb.—The Farmers Elvtr. Co. has bot the elvtr. of the Crowell Lumber & Grain Co. and will operate it in connection with its own elvtr.

Ogalalla, Neb.—Walter Nye has taken over the elvtr. of the Trans-Mississippi Grain Co. which Henry Aufdengarten has been operating under lease.

Omaha, Neb.—The headquarters of the Leopold-Hoese Grain Co. will be moved from Sioux City, Ia., to this city and a branch office will be conducted there.

Dubois, Neb.—Otto C. Stepanek, who recently bot an elvtr., found it necessary to build corn cribs to take care of the immense amount of corn marketed this fall.

Liberty, Neb.—J. A. Harvey has resigned as mgr. of the Liberty Grain Co., effective Jan. 31, and will manage the elvtr. of the Farmers Elvtr. Co. at Barnes-ton.

Neligh, Neb.—J. W. Spirk has been elected vice-pres., director and general mgr. of the S. F. Gilman Mill Co., which operates an elvtr. here. S. F. Gilman, pres., died Nov. 2, 1915.

Beatrice, Neb.—The elvtr. of the Dobbs Grain Co. burned Jan. 5. It contained about 2,000 bus. of corn, 3,000 bus. of wheat and about 1,000 bus. of oats, all of which was entirely destroyed. The total loss is placed at \$7,000, covered by \$2,000 insurance on the elvtr. and \$1,500 on the grain. Plans for rebuilding are not definite.

Barneston, Neb.—The recently incorporated Farmers Union Ass'n has bot the elvtr. of Wm. Townsend and he has leased the elvtr. of the Lincoln Grain Co. at this station. J. A. Harvey, of Liberty, has been employed as mgr. of the Farmers Union Ass'n which will buy live stock and handle coal and cement in connection with its newly acquired elvtr.—L.

Jansen, Neb.—The directors of the Jansen Equity Exchange dismissed C. L. Story, mgr. in charge of the elvtr. The company was organized a year ago and there has been considerable friction among the stockholders ever since. Mr. Story signed a contract in June for a year's service as mgr. An action will probably be brot in court asking the directors to stand by this contract or pay Mr. Story the wages stipulated in it until the expiration of his year.

Ulysses, Neb.—The elvtr. of the Ulysses Grain Co., operated by J. A. Smith under lease, closed its doors Dec. 18 on account of financial difficulties. A large amount of grain stored in the elvtr. has been sold by Mr. Smith at prices considerably below present market prices and he had not bot futures to hedge against rise in market. He is said to estimate his liabilities at \$37,000 and resources at \$12,000, a net loss of \$25,000. Other estimates of the loss are from \$30,000 to \$55,000. About 90 farmers in this vicinity are creditors. They have named a com'ite to confer with Mr. Smith and his attorney regarding a settlement.

NEW ENGLAND

Freeport, Me.—The building occupied by Ralph E. Bauley, grain dealer, burned Dec. 23.

Otis, Mass.—Alfred L. Decker, grain merchant, has filed a petition in bankruptcy with liabilities at \$1,598 and assets at \$490.

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Brookfield, Mass.—Roy Mitchell, an employee of the Cutler Grain Co. at Warren, has succeeded Claude H. Laflin as mgr. of the Brookfield Grain Elvtr.

New London, Conn.—The building occupied by the Schwartz Grain Co. was destroyed Dec. 19 by fire which is believed to have been of incendiary origin.

Bangor, Me.—Albert H. Thaxter, pres. of A. H. Thaxter Co., grain dealers, was injured Dec. 29 when thrown from a wagon. His knee was badly wrenched and the ligaments torn.

Waterville, Me.—The Central Maine Produce Exchange and affiliated local of the Farmers Union of Maine have purchased the grain business of the Farmers Union Grain & Supply Co.

Nashua, N. H.—Miles J. Fletcher, who entered the grain business here 25 years ago as a member of Chandler & Fletcher and at the death of Mr. Chandler took over the business, died Dec. 19.

Middletown, Conn.—Harold M. Meech, associated with his brother, G. Ellsworth Meech, in the grain and feed business, is a nominee for mayor of this city, to succeed the present mayor, Frank A. Coles, who is also in the grain business.

NEW JERSEY

Passaic, N. J.—John Hemion, pres. of the Hemion Coal & Grain Co., died Dec. 18, aged 79 years. He had been engaged in the grain and coal business for many years.

Edgewater, N. J.—An explosion Dec. 21 at the plant of the Corn Products Refining Co. caused a damage of \$25,000. One man was killed and several others were badly burned. The cause is not known but it is thought that spontaneous combustion resulted in a dust explosion. The plant will be closed while repairs are being made.

NEW MEXICO

French, N. M.—The proposed elvtr. of J. J. Berry has evidently fallen thru. The American Mercantile & Mfg. Co., L. I. Taylor, pres., operates a 20,000-bu. elvtr. here.—X.

NEW YORK

Salamanca, N. Y.—The Chesbro Mfg. Co. is in the hands of a receiver.

Seneca Falls, N. Y.—Pratz, Kime & Pratz, of Waterloo, have rented a storehouse for grain and hay in this city.

New York, N. Y.—Joseph A. Blake, of Thos. M. Blake & Co., has applied for membership in the Produce Exchange.

Buffalo, N. Y.—The New Year's celebration of the Corn Exchange this year consisted of a buffet luncheon followed by vaudeville.

Rhinecliff, N. Y.—Van Steenbergh Bros., millers and dealers in grain and feed, have filed a petition in bankruptcy. Liabilities, \$17,514; assets, \$9,466.

Cornwall, N. Y.—The Sterilized Grain Food Co. incorporated to deal in grain, cereals and food products; capital stock, \$250,000; incorporators, R. Stock, A. M. Stock and others.

Buffalo, N. Y.—A large steel grain bin, which had been set in place for the new elvtr. of the Clover Leaf Mfg. Co., collapsed when a fierce gale blew in from Lake Erie. The building is now practically completed at a cost of \$185,000.

New York, N. Y.—John T. Fenby, for many years in the grain business in this city, died recently, aged 58 years. He entered the business with Bingham Bros. and was later with R. W. Forbes & Son and the Nye & Jenks Grain Co.

NORTH DAKOTA

Windsor, N. D.—Farmers are talking of building an elvtr. at this station.

Wheelock, N. D.—I am now agt. of the Occident Elvtr. Co.—Edward Siverson.

Rogers, N. D.—The elvtr. of the Acme Grain Co. burned Dec. 28. The loss is total.

Fairdale, N. D.—Albert C. Hanson has bot the interest of Ole A. Haug in the Farmers Elvtr. Co.

Fargo, N. D.—The state tax commission has added about 5,000 elvtrs. and other leased sites to the tax rolls.

Solen, N. D.—I have succeeded H. Long as mgr. of the Solen Equity Exchange.—Wm. G. Haffner, formerly at Hazen.

Hazen, N. D.—A. J. Kiefer has succeeded me as mgr. of the Farmers Elvtr. Co. and I am now at Solen.—Wm. G. Haffner.

Judson, N. D.—The fire at our elvtr. recently was not of a serious nature, the damage amounting to about \$25 only.—Farmers Union Mercantile Co.

Grand Forks, N. D.—The 5th annual convention of the Farmers Grain Dealers Ass'n of North Dakota will be held in this city Feb. 29 and Mar. 1 and 2.

Hillsboro, N. D.—Severt Nelson, elvtr. owner, has filed a voluntary petition in bankruptcy. He gives his liabilities at \$2,434, with assets of \$180 claimed as exempt.

Portland, N. D.—While driving onto the scales of the new elvtr. of the Co-operative Elvtr. Co. a horse fell into the pit and is now disabled to such an extent that it is useless.

Hague, N. D.—The 15,000-bu. elvtr. of the Reliance Elvtr. Co., containing 5,000 bus. of wheat, 900 bus. of flax and 450 bus. of barley, burned Dec. 31. Loss about \$10,000. Friction in pulleys caused the fire.

Pembina, N. D.—The Pembina Grain & Lumber Co. has bot the elvtr. of the Amenia Elvtr. Co. on the Nor. Pac., and added a 10,000-bu. annex. It is not connected in any way with any of the other elvtrs. The Farmers Elvtr. Co. ships grain, but does not buy it.—H. L. McDougall, mgr. Pembina Grain & Lumber Co.

Dickinson, N. D.—Philip Bender, a farmer, has been arrested on a charge made by A. A. Von Hogen, auditor of the Bismarck branch of the Occident Elvtr. Co., that he sold wheat he had already mortgaged. The mortgagee attempted to recover under the mortgage by suit against the elvtr. company, but failed on account of a technicality in bringing suit.

Cogswell, N. D.—C. H. Clark, who had been in jail in Minneapolis, Minn., for 37 days awaiting trial, was dismissed Dec. 31 when arraigned on a charge of forging grain Bs/L. He was arrested on complaint of the Equity Co-operative Exchange, and admitted cashing a \$500 check, but showed that he was in Cogswell when the Bs/L were forged, and the complaint was withdrawn.

Finley, N. D.—In the suit brot by the trustee in bankruptcy of the Farmers Elvtr. Co. against the directors of the defunct elvtr. company to recover for losses sustained by the bankrupt company thru alleged neglect of duty on their part in not properly supervising and controlling the transactions of L. B. Newell, former mgr. of the company, the court held the 9 directors liable for \$3,000 of the losses and not for the remainder.

Fargo, N. D.—The claims dept. of the railroad commission has collected in the past year about \$25,000 for grain shortage ticket holders against grain dealers who failed during that time, and this without cost to the ticket holders or litigation. This work is not obligatory on the part of the commission, but it has offered its good offices in the cases mentioned and has been very successful in bringing the trouble to a conclusion agreeable to both sides.

Ayr, N. D.—In the suit brot by F. H. Dickinson against the Farmers Elvtr. Co. he was given \$100 damages. He alleged in the complaint that he stored considerable flax seed in the elvtr. and that he was promised a dry bin. He claimed that the mgr. sold the flax and in the spring replaced the sold grain with dirty flax which he said fouled his land.

Ayr, N. D.—A verdict of \$269.99 for the defendant was given in the suit brot by the Farmers Elvtr. Co. against Alexander Moug, Jr. The elvtr. company started action to recover payment for wood and coal sold the defendant. Moug admitted that he was indebted to the company for the amount it asked, but brot in a counter-claim on the ground that he had informed the company's agt., Cecil Peterson, now in the state penitentiary, to buy options on wheat for him, which the agt. failed to do. Moug contended that the failure of the agt. to act accordingly resulted in a loss of several thousand dollars, which would have been profit on the deal.

OHIO

Deunquat, O.—The elvtr. of C. C. Welch was transferred Jan. 8 to the Farmers Elvtr. Co.

New Bremen, O.—The Keunzel Mills Co., operating a 30,000-bu. elvtr., has made repairs on its plant.

West Cairo, O.—Miller & Leedy have sold their elvtr. to Amstutz & Main, who took possession Dec. 14.—G.

Circleville, O.—The Rife & Morris Co. incorporated to handle wheat and corn products; capital stock, \$10,000.

Rockford, O.—W. E. Doran is mgr. of our newly acquired elvtr.—H. E. Hays, sec'y Rockford Equity Exchange.

Pemberton, O.—We have sold our elvtr. to Willis Morris, of Columbus.—Bryson-Bedwell-Brubacher Co., Columbus.

Massillon, O.—The West Side Mfg. Co., operating a 20,000-bu. elvtr., has increased its capital stock from \$30,000 to \$60,000.

Lindsey, O.—Perry Boyer has been elected pres., H. Waggoner, sec'y, and A. Notequine, treas. of the Lindsey Elvtr. Co.

Perrysburg, O.—The Perrysburg Grain & Seed Co. incorporated; capital stock, \$25,000; incorporators, Henry E. Limmer, A. J. Whizler and others.

Bellevue, O.—Chas. Hartley, of Norwalk, has succeeded Wm. Keiner, who resigned his position in the office of the W. H. Gardner Grain & Mill Co.

West Unity, O.—We have recently installed electric motors in our elvtr., also 2 new power overhead dumps operated by electricity.—Yager & Rupp.

Alpha, O.—The Alpha Seed & Grain Co. contemplates building an addition to its recently acquired elvtr. and will do a seed business in connection.—A.

Chippewa Lake, O.—O. J. Kean has sold his elvtr. to C. W. Carlton. A new gas engine and Unique Attrition Mill have been installed in the elvtr.—G.

Kingston, O.—The Kingston Mfg. Co. is building additional storage and installing new machinery for grinding wheat and corn. A Hess Drier is being installed.

Greenville, O.—W. H. Hawkins has sold his interest in the elvtr. of Wenrick, Mote & Hawkins, to the other 2 members of the firm, Noah Wenrick and D. L. Mote.—G.

Kent, O.—George Wehl, aged 25 years, sustained a fractured skull and arm in a recent accident at the elvtr. of the Williams Bros. Co. His condition is critical.

Columbus, O.—Dr. J. Z. Schoene has bot the Hardesty Flouring Mills here which have not been in operation for years. The flouring mills company operates elvtrs. at other stations.

Blanchard, O.—W. B. Gramlich has sold his elvtr. to L. E. Einsel, who will operate it for the account of the Sneath-Cunningham Co. Mr. Gramlich will continue to operate his elvtr. at Kenton.—G.

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Hardin sta. (Sidney p. o.), O.—The Hardin Elvtr. Co. incorporated; capital stock, \$12,000; incorporators, Philip P. Sheets, Philip E. Sheets and others. The new company will take over the Philip Sheets Elvtr.

St. Bernard, O.—The grain elvtr. of the Ubiko Mfg. Co., containing several tons of feed grain, its mill and other smaller buildings were destroyed Dec. 30 by fire of unknown origin. The loss is placed at approximately \$125,000 which is fully covered by insurance.—M.

Fostoria, O.—The Farmers Exchange will install up-to-date elvtr. machinery in its recently acquired plant. An addition will be erected to the building and the milling business discontinued and farm commodities handled instead. The capital stock of the company is \$20,000.—J. J. Lindoner, mgr.

Hartville, O.—Florian Brumbaugh, mgr. of an elvtr. at this station, was bound over to the grand jury Jan. 3, charged with administering poison to his wife. His bond was fixed at \$1,500 which was furnished by relatives. He is alleged to have put strichnine in his wife's food at several intervals last fall in an attempt to kill her following domestic differences. Her condition was serious for a time.

Columbus, O.—Section 27 of the State Compensation Law has been held unconstitutional by the Court of Common Pleas of Franklin county. The section confers upon the Industrial Commission the power to fix damage due an injured employe in case the employer neglects or refuses to come under the Act. Under the section the Commission has authority to arbitrarily fix the amount of damages an injured employe is entitled to when his employer is not covered under the provisions of the compensation law. In addition it may add 50% of the award as a penalty. The effect of the decision is to throw all such cases to suit in the courts with the common law defenses removed. The Industrial Commission will appeal.

CINCINNATI LETTER.

H. Edward Niemeyer, mgr. of the hay dept. of the Fitzgerald Bros. Co., is the proud father of a boy baby.

E. W. Ansted, Jr., son of E. W. Ansted, of the Ansted & Burk Co., died of heart disease. He was 23 years of age.

Edward J. Dennis resigned Jan. 1 as chief hay inspector of the Chamber of Commerce and is now with W. L. Brown & Co., grain and hay dealers.

Members of the Grain & Hay Exchange of the Chamber of Commerce gave their annual dinner and entertainment at the Gibson House on New Year's Eve.—M.

The annual mid-winter dinner of the Grain Dealers Credit Ass'n of this city will be held Jan. 17, with a minstrel performance and a dance on the trading floor of the Chamber of Commerce.—M.

Eddie A. Smith, mgr. of the Union Grain & Hay Co., has been presented, by his friends in the grain and hay corner of the Chamber of Commerce, with a chest of silver in honor of his recent wedding.

The Hay & Grain Club of this city has drawn up plans to organize the club in a more closely knit organization. These plans will be submitted for approval and final reading at the meeting of the club.—M.

At a special election of the Chamber of Commerce last month the proposition to admit women to property holding membership in the exchange and another to permit them to hold non-property holding certificates were defeated. Membership has been sought by 3 women.

Amendments to the constitution of the Chamber of Commerce providing for the election of officers by a board of directors instead of by direct vote and members practicing professions to be eligible to office were carried at a recent special election. A nominating com'ite was chosen to name the directors to be voted for at the election on Jan. 12.

TOLEDO LETTER.

Thos. C. Day, who has been with C. A. King & Co. for several years, resigned and will enter a different line of business.

Edwin N. Crumbaugh, senior member of the Crumbaugh-Kuehn Co., died Dec. 29, following an illness of several years' duration. He was 52 years of age. No change will be made in the company.

The East Side Iron Elvtr. will be improved, at an expenditure of more than \$30,000, to take care of the large export business in grain. An underground grain conveyor and a double belt conveyor system will be installed. This will double the handling capacity but will not increase its storage capacity, of 1,500,000 bus., which consists of 23 tanks.

The annual election of officers of the Produce Exchange was held Jan. 3. Cyrus S. Coup was elected pres. Other officers are: First vice-pres., Jesse W. Young; 2nd vice-pres., Walter E. Stone; sec'y, Archibald Gassaway; treas., Fred W. Jaeger; directors, Fred O. Paddock, Frank I. King, David Anderson, Ezra L. Southworth, H. Wallace Applegate, Frank W. Annin, Frank R. Moorman, George D. Woodman, Richard S. Sheldon, Raymond P. Lipe; com'ite of arbitration, E. L. Camp, L. A. Mennel, J. A. Smith, K. D. Keilholtz, C. W. Mollett, E. A. Nettleton, Fred Mayer; com'ite of appeals, W. H. Haskell, R. L. Purge, F. C. King, G. J. Rudd, W. A. Boardman, O. H. Paddock, J. Wickenhiser, H. R. DeVore, A. Mennel, C. S. Burge and D. W. Camp.

OKLAHOMA

Prague, Okla.—S. W. Hogan will build an elvtr. at a cost of \$8,000.

Tulsa, Okla.—S. J. Kreil, of the Kreis Grain Co., is building a new home.

Hooker, Okla.—I am now agt. for the L. H. Pettit Grain Co.—A. T. Nedrow.

Woodward, Okla.—The C. B. Cozart Grain Co. is building a 16-ft. addition to its office building.

Beaver, Okla.—H. F. Probst, of Arkansas City, Kan., will build an elvtr. in the near future.

Sumpter, Okla.—E. J. Wagner will build an elvtr. on the Midland Valley Ry., according to report.

Manchester, Okla.—S. W. Miller is no longer agt. of the Deer Creek Elvtr. Co. and is now located at Blackwell.

Washington, Okla.—H. Wells is rebuilding his elvtr., which burned Nov. 29, and the new house will be in operation soon.—X.

Ringwood, Okla.—Repairs are being made on the elvtr. of the Ringwood Mill & Elvtr. Co., which is now in charge of S. C. Craig.

Gage, Okla.—We will enlarge our elvtr. at this place and install a new gas engine and cleaner.—C. T. James, mgr. Farmers Grain & Supply Co.

Okarche, Okla.—The elvtr. of the Farmers Elvtr. Co., together with 10,000 bus. of wheat, burned Dec. 30. Loss about \$15,000, partially covered by insurance.

Oklahoma City, Okla.—Ed. Humphrey has succeeded Kent Barber as grain buyer for the Oklahoma City Mill & Elvtr. Co. He was formerly mgr. of the Kell Mfg. Co. at Vernon, Tex.

El Reno, Okla.—An explosion of grain dust occurred Dec. 21 at the elvtr. of the Canadian Mill & Elvtr. Co., wrecking it badly, burning and cutting an employe, and doing property damage to the extent of from \$3,000 to \$4,000. The west side of the elvtr. was blown out, every window broken and part of the roof torn off. Paul Adkinson, elvtr. mgr. had gone to the top of the building to adjust a belt when he heard the flames coming behind him with a sound of a tornado. He leaped to the top of a nearby grain tank and descended by a ladder. He was badly burned but is recovering. The company writes that repair work is now well advanced.

Capron, Okla.—My son, Thomas N., was killed in the elvtr. here. While throwing the belt from the cleaner he was caught on the shaft which drives the cleaner and whirled around. He died instantly.—W. J. Cameron, mgr. Capron Mfg. Co.

Lawton, Okla.—Suit for \$30,000 has been brot by F. E. and Flora E. Humphreys against the First National Bank of Lawton, N. A. Robertson, W. H. Quinette and Sam Maddux. This suit grew out of Lawton Mill & Elvtr. Co.'s suspension at this point.—Lawton Grain Co.

OREGON

Hood River, Ore.—Kelly Bros., grain dealers, have installed a mill in their plant.

Metolius, Ore.—H. M. Seithoff and business men from North Dakota are building an elvtr. and 250-bbl. mill.

Buena Vista, Ore.—My elvtr. burned Nov. 23 from an unknown cause. Loss about \$4,000; insurance, \$1,800, with the Beaver State Merchants Mutual Fire Co., of Portland, Ore., which company is now in litigation and I cannot say whether or not I will get any insurance. If I do the elvtr. will be rebuilt. I have resumed business on a small scale in an old building.—W. S. McClain.

PENNSYLVANIA

Corry, Pa.—Miller & Parsons are in the grain and feed business, having succeeded J. Fletcher Alden.

Kutztown, Pa.—The fire at our plant was very small and was inside the case of a fan on a scourer of a rye cleaner. It made a lot of smoke and caused a great commotion, being at the noon hour when over 100 workmen were passing. We broke open the machine and put out the fire, the cause of which is not known. Loss about \$150.—Sam H. Heffner, Heffner Dietrich Co.

PHILADELPHIA LETTER.

Antonio Sans, member of the Commercial Exchange for 20 years, died at Wernersville.

The annual election of directors and officers of the Commercial Exchange will take place on Jan. 25.—A. B. Clemmer, sec'y.

C. Robert Bean, of Powell & Co., grain and feed dealers, has applied for membership in the Commercial Exchange. Niles A. Lund has been admitted to membership.

Construction work on the new \$1,000,000 annex to the Pennsylvania R. R. Elvtr. at Girard Point has been delayed on account of the cold weather. The concrete work has been stopped until spring.

SOUTH DAKOTA

Alexandria, S. D.—The New Farmers Grain Co. has purchased a moisture tester.

Jefferson, S. D.—The Larson Grain Co. of Sioux City will open an office in this city.

Marion, S. D.—The Farmers Co-operative Ass'n sold the old Reliance Elvtr. at auction on Dec. 22.

Freeman, S. D.—The Farmers Elvtr. Co. contemplates handling lumber in connection with its elvtr.

Freeman, S. D.—Pollman & Wipf and M. K. Hofer are figuring on enlarging and remodeling their elvtrs. next spring.—Farmers Land, Loan & Grain Co.

Sioux Falls, S. D.—A final meeting of the creditors of Frank J. Mead, bankrupt, was held Jan. 7 in the Paulton Block.—George J. Danforth, referee in bankruptcy.

Winfred, S. D.—We have leased the elvtr. of T. A. Johnson & Son and are operating it in connection with our own elvtr. which we formerly conducted under the name of the Winfred Grain Co.—Rice & Westall, per R. Hall.

Worthing, S. D.—Mark Brenner, elvtr. man at this station, met with a bad accident at the elvtr. when his left arm was caught in a belt of a gasoline engine and broken in 2 places.

McKain sta. (Elkton p. o.), S. D.—N. A. Lovejoy has succeeded me as agt. of the Davenport Elvtr. Co. here, and I am now out of the grain business.—W. A. Crumb, Turtle Lake, N. D.

Canton, S. D.—A. L. Charrlin, traveling representative for C. H. Thayer & Co., of Chicago, Ill., has recovered from throat trouble from which he has been suffering since the first of November.

Draper, S. D.—Thru inability to agree upon the price to be paid the elvtr. of the Kimball Mfg. Co. has been closed for several months, and grain has to be hauled 12 miles to the nearest elvtr. Efforts are now being made to have this house opened.

Roslyn, S. D.—We incorporated last month and will buy or build an elvtr. as soon as we have sufficient funds. If we build an elvtr. it will be up-to-date and have a capacity of about 40,000 bus. We are on the new Soo extension from Fairmont, N. D.—O. O. Floren, sec'y Farmers Elvtr. Co.

Goodwin, S. D.—The elvtr. of G. W. Van Dusen & Co., together with 5,000 bus. of grain and 150 tons of coal, burned Dec. 29. The cause of the fire is not known. The books and records of the company were destroyed. The elvtr. of the Farmers Elvtr. Co., which is near the burned building, was not damaged.

Tyndall, S. D.—A verdict in favor of the Milwaukee R. R. Co. was given in the suit brot by C. J. Dickson and several insurance companies against the railroad company to recover the value of an elvtr. which burned September, 1914, it being alleged by the plaintiffs that the fire was caused by sparks from a locomotive owned by the railroad company. The case was decided upon the proposition that the elvtr. was situated on ground leased from the railroad company and that the lease contained a clause exempting the railroad company from liability for any damage caused to the elvtr. by fire caused by its locomotives.

SOUTHEAST

Greer, S. C.—The Greer Flour & Grain Co. has been incorporated with a capital stock of \$5,000.

Petersburg, Va.—We are planning to build an 85x310 ft. grain warehouse in the spring, the capacity of which will be from 100 to 125 cars.—Virginia Feed & Grain Co.

Selma, Ala.—Frank W. Gaines, Sr., member of the firm of Gaines & Ross for the past 16 years, died Dec. 10, aged 70 years. His health had been failing for several years.

Roanoke, Va.—Cook & Huff, incorporated to engage in the feed, seed and milling and manufacturing business; capital stock, \$100,000; incorporators, W. W. Huff, pres., G. W. M. Hedridge, sec'y, and A. C. Gravely, treas.

Atlanta, Ga.—Business interests are trying to form a commercial exchange and arrangements are now being made to secure a charter. Among those interested are grain and wholesale dealers, oil and fertilizer merchants. The recent reshipping decision has stimulated grain dealers here to work for a large organization.—S.

TENNESSEE

Nashville, Tenn.—Bruce P. Shepherd has been appointed chairman of the grain and flour com'ite which is aiding in the work of securing funds to continue the work of the Nashville Traffic Euro. The com'ites are trying to secure \$10,000 for the purpose of keeping the buro at work.—S.

MEMPHIS LETTER.

The report that the Adams Grain & Provision Co., of Richmond, Va., would move to this city, is incorrect. It has arranged with an elvtr. here to handle some shipments.—S.

The Gillette Grain Co., of Nashville, has let contract for a 30,000-bu. wooden elvtr., and 60,000-bu. concrete tanks to the Burrell Engineering & Construction Co.

H. H. Maury, formerly a member of Webb & Maury, died Dec. 22. He was at one time pres. of the Merchants Exchange and was recently elected to honorary membership in the ass'n.

At the annual election of the Merchants Exchange the following candidates were chosen. On the Lions ticket were: Pres., Geo. F. MacGregor; vice-pres., E. E. Clarke; directors: J. G. Burkle, W. H. Kyle, J. B. Fishburne, A. C. Crofton, Chas. G. Robinson, L. R. Donelson, Lee D. Jones and S. N. Minor. The following appeared on the Tiger ticket: Pres., J. B. Edgar; vice-pres., E. T. Lindsey; directors: C. T. McCabe; Ernest Wheeler, W. J. Prescott, Frank Mahan, Chas. R. Miller, W. G. Manire, J. H. McNeil and S. E. Rison.

TEXAS

Nevada, Tex.—I will improve my grain warehouse at this station.—J. M. Smith.

Canadian, Tex.—The Farmers Shipping Ass'n is building a 3,000-bu. addition to its elvtr.

Cresson, Tex.—Davis Harp is buying grain here for the S. E. Chadwick Grain Co.—X.

Claude, Tex.—Mr. Baker will buy an elvtr. and mill and will engage in the grain business here.

San Benito, Tex.—I am thinking of opening up a retail grain business at this place.—J. M. Smith, Nevada.

McAllen, Tex.—E. F. Nordmeyer is mgr. of the McAllen State Bonded Warehouse Co. which operates an elvtr. here.—X.

Bay City, Tex.—The Carter Grain Co. has brot a large warehouse on the Santa Fe which it will use in connection with its grain business.

Dallas, Tex.—We will not build an elvtr. here as was recently reported.—R. Haughton, sec'y Chamber of Commerce & Manufacturers Ass'n.

Lubbock, Tex.—The 11,000-bu. elvtr. of the Lubbock Grain & Coal Co. has been completed by the White Star Co. which had the contract.

Ft. Worth, Tex.—The Walker Grain Co. sustained a loss of about \$2,000, when the barn it was using as a storage warehouse, burned recently.

Sherman, Tex.—The business operated under the name of A. M. Ferguson will now be known as the Ferguson Seed Farms, A. M. Ferguson, mgr.—D.

Ballinger, Tex.—Geo. M. Vaughn, whose elvtr. and mill burned Dec. 17, has sent a check for \$25 to the members of the fire dept. for their heroic work at the time.

C. R. Holman, Farwell, Denton Mfg. Co., Denton, and Oglesby Roller Mills, Oglesby, have been admitted to membership in the Texas Grain Dealers Ass'n.—H. B. Dorsey, sec'y.

Ft. Worth, Tex.—Ernest Reiner, who has been connected with the J. Rosenbaum Grain Co., at Chicago, Ill., has recently been appointed ass't mgr. for the company at this city.

UTAH

Burley, Utah.—The Burley Mfg. & Elvtr. Co. has brot a site and will build a flour mill near its elvtr.

WASHINGTON

Pullman, Wash.—The 10th annual convention of the Washington State Grain Growers, Shippers & Millers Ass'n was held in this city Jan. 4, 5 and 6. Addresses were delivered on "Some New Facts Concerning Wheat Smut," Prof. F. D. Heald, Pullman; "Disposition of the Northwest Wheat Crop," Leo Peterson, Portland; "Losses to the Grain Grower and Grain Dealers from Improperly Cleaned Seed," R. J. Stevens, Spokane; "Distribution of Grain at Terminals," Samuel Armstrong, Tacoma.

WISCONSIN

Adell, Wis.—Frank Heckle has brot the elvtr. of A. W. Finnegan.

Suring, Wis.—Plans are being made for the erection of an elvtr. at this place.

Erodhead, Wis.—L. V. Dodge has installed a grain elvtr. in his warehouse, electric power being used.

Hubertus, Wis.—An elvtr. and coal shed will be built here during the winter or early in the spring. This station is on the Soo R. R.

Oconto Falls, Wis.—Peter Ankerson and Frank Nerenhausen brot the elvtr., operated by Frank Trudell during the past year, at the recent receiver's sale.

Superior, Wis.—Two large grain storage tanks will be erected by the Duluth-Superior Mfg. Co., adjoining its Daisy Mill, to take care of its increasing business.

Thorp, Wis.—Arthur Shilts, of Owen, is in charge of the new 12,000-bu. elvtr. of E. J. Crane, which was opened Jan. 3, on which day luncheon was served to the farmers of the vicinity.

Young America sta. (Barton p. o.), Wis.—Improvements have been made in the plant of the Young America Power, Light & Mfg. Co. and the capacity of its elvtr. has been increased to 5,000 bus.—X.

Oconto, Wis.—The Cereal Mills Co., of Wausau, whose local business I am operating on a contract basis under my own name, is about to discontinue business here. It operates a 3,000-bu. warehouse, but has no elvtr. here.—R. X. Raymond.

Juneau, Wis.—An up-to-date fireproof elvtr. will be built by the Ladish & Stoppenbach Co. to replace the one which was damaged by fire on Dec. 14. Mr. Werblow, agt., is buying grain on track and will continue to do so until the new house is ready.

MILWAUKEE LETTER.

The annual year-end entertainment of the Chamber of Commerce took place on the afternoon of Dec. 31.

The interest on advances for January has been fixed at 6% by the finance com'ite of the Chamber of Commerce.

E. H. Dadmun, of Runkel & Dadmun, has been chosen trustee for E. G. Hadden & Co., bankrupt. He will give a bond of \$3,000.

Raymond Pynchon & Co. have opened a branch office in this city in charge of George K. Knowles, a member of the Chamber of Commerce.

The memberships of Wm. Ross Wilson, Frank L. Farrel, C. W. Schneider, and the estate of Wm. F. Wesson have been posted for transfer.—H. A. Plumb, sec'y.

Receipts of grain at Milwaukee for the year 1915 totalled 70,148,150. This is a decrease of 6,500,000 bus. as compared with 1914. The decrease was caused principally by the falling off of the corn arrivals on the 1915 crop.—H. A. Plumb, sec'y Chamber of Commerce.

The Freight Buro of the Chamber of Commerce has been active during the past few weeks in connection with the move to secure lake and rail service for this season. Freight Buro Mgr. Schroeder recently visited New York and consulted with the officials of the eastern railroads in an effort to secure information as to what the situation is likely to be. Milwaukee shippers are concerned to know whether they are going to have the benefit of the lake service with the opening of navigation. There is some talk of an attempt to secure a change in the law excepting the Great Lakes commerce from the application of the Panama Canal Act.—H. A. Plumb, sec'y.

WYOMING

Basin, Wyo.—The report that an elvtr. would be built here is incorrect.—X.

Chugwater, Wyo.—E. A. Haney and the Farmers Elvtr. Co. operate elvtrs. at this station.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

G. N. has cancelled all joint tariffs on grain from Montana to points south and east of St. Paul, effective Jan. 10.

III. Cent. in Sup. 3 to 7679-F quotes rates on grain, cleaned, milled, shelled, dried or stored at its stations in Ill. and Ind., effective Jan. 17.

O. W. R. & N. has reduced its rate on wheat and flour from the northwest to New Orleans from 77½c to 60c per 100 lbs., effective Feb. 1.

C. & A. in Sup. 8 to 1576-A, suspends rates on grain and grain screenings from Chicago, Ill., to Galveston or Texas City, Tex., quoted Sept. 20.

West Shore in Sup. 15 to A-8839 quotes rates on grain and grain products from its stations; to stations on the P. & R. and connections, effective Jan. 15.

National Transcontinental quotes a rate of 6c per bu. on grain from Fort William to Quebec, the same rate effective in summer in the Great Lakes districts.

Penn. in Sup. 14 to F-594 quotes rates on grain and grain products from its stations and connections; to points in the C. F. A. territory, effective Jan. 1.

C. & E. I. in 6639-B, quotes rates on grain and grain products, also milling and malting in transit privileges at stations on the C. & E. I. Ry., effective Feb. 1.

C. & E. I. in 7575, quotes rates on grain, grain products, broom corn and seeds from stations on the C. & E. I. in Ill., via the M. & O., to other stations in Ill., effective Jan. 5.

C. & A. in Sup. 4 to 1655-E, suspends rates on grain and grain screenings from Chicago, Ill., when reshipped to Galveston or Texas City, Tex., for export, quoted Sept. 20.

C. & A. in Sup. 18 to 1609-C, suspends rates on grain, grain products and seeds from Chicago, Peoria, Ill., and St. Louis, Mo., to Rondout, Waukegan, Ill., and stations in Mo., quoted Sept. 20.

A. T. & S. F. in Sup. 21 to 7481-D quotes rates on grain products and seeds from stations in Kan., Colo., Okla., Mo., and Neb., to points in Ala., Ark., La., Mo., Miss., and Tenn., effective Jan. 24.

North Pacific rate on wheat and flour in carloads of 80,000 lbs. minimum from North Pacific points, to Memphis, Tenn., will be 55c per 100 lbs.; compared with 77½c, the present rate, effective Feb. 1.

C. C. C. & St. L. in Sup. 7 to 1401-C quotes rates on grain, grain products and by-products from its stations and stations on Cin. Nor.; to points in Ohio, also Kenova, W. Va., and Ashland, Ky., effective Jan. 1.

Can. Pac. in Sup. 11 to E-2326 quotes rates on grain and grain products from Pt. Arthur, Ft. William and Westfort, Ont.; to stations in New York, also Philadelphia and points taking same rates, effective Jan. 17.

Mo. Pac. in Sup. 14 to 4550, quotes rates on grain and grain products from stations on the St. L. I. M. & S., Ft. Smith & West, Mo., Okla. & Gulf and St. L. E. R. & W. R. R.; to points in Ill. and Ind., effective Jan. 28.

A. T. & S. F. in Sup. 5588-J quotes rates on grain and grain products from points in Kan., Colo., Mo., and Okla., also superior, Neb., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points to Omaha, South Omaha, Lincoln, Neb., Council Bluffs, Sioux City, Ia., and distance rates between stations in Kan., Okla., Neb., and Mo., effective Dec. 29.

A. T. & S. F. in Sup. 17 to 5655-U, quotes rates on grain, grain products and broom corn from points in Kan., Colo., N. M., Okla., and Superior, Neb., to Galveston, Port Bolivar, and Texas City, Tex., effective Dec. 31.

III. Cent. in Sup. 28 to 1533-B quotes rates on grain, grain products and seeds between its stations in Minn., Ia., S. D., also Omaha, Neb.; and its stations in Ill., Ind., and St. Louis, Mo., and Paducah, Ky., effective Jan. 15.

A. T. & S. F. in Sup. 42 to 5588-J quotes distance rates on grain and grain products between stations in Kan., stations in Okla., and stations in Kan., also Superior, Neb., stations in Kan. and Superior, Neb., and Joplin, Mo., effective Jan. 21.

C. & A. in Sup. 6 to 1581-D quotes rates on grain and grain products from stations on the C. & A. in Ill., to Hannibal and Louisiana, Mo., and to Atlantic Seaboard, eastern or interior United States, and Canadian points, effective Jan. 24.

A. T. & S. F. in Sup. 22 to 7481-D quotes rates on grain products and seeds from stations in Kan., Colo., and Okla., also Kansas City, St. Joseph, Mo., and Superior, Neb., to points in Ala., Ark., La., Mo., Miss., and Tenn., effective Dec. 31.

III. Cent. in Sup. 18 to 601-C quotes rates on grain, grain products and seeds between Chicago, Ill., Milwaukee, Wis., and stations in Ill. and Wis. taking same rates; and its stations in Ia., Minn. and S. D., also Omaha, Neb., effective Jan. 15.

C. G. W. in Sup. 9 to 93-A quotes rates on grain and grain products, 35,000 lb. minimums, from Council Bluffs, Ia., Kansas City, Leavenworth, Kan., Kansas City, St. Joseph, Mo., Omaha and South Omaha, Neb., to stations in Ind., Ky., and Ohio, effective Feb. 1.

A. T. & S. F. in Sup. 4 to 5755-Z quotes rates on grain and grain products from Kansas City, St. Joseph, Mo., Atchison, Argentine, Leavenworth and Turner, Kan., to Galveston, Port Bolivar and Texas City, Tex., when for export to foreign countries, effective Dec. 31.

Great Northern Ry. has cancelled its grain tariffs covering shipments from Montana to points south and east of St. Paul, necessitating the rebilling of all thru carloads of grain at St. Paul, at a consequent increase in expense to shippers, effective Jan. 10.

C. B. & Q. in Sup. 53 to 1800-B quotes rates on grain, grain products, broom corn and seeds between stations on the C. B. & Q. Ry., west of Missouri River, also Chicago, Peoria, Ill., St. Louis, Mo., St. Paul, Minneapolis, Duluth, Minn., and other points on lines east of the Missouri River, effective Jan. 25.

A. T. & S. F. in Sup. 28 to 5702-D quotes rates on broom corn, castor beans, pop corn and seeds from points in Kan., Colo., and Okla., to stations in Mo., Kan., Neb., Ia., Ill., and Minn., also on corn husks from stations in Okla. to Chicago, St. Louis, East Fort Madison, Fort Madison and Missouri River points, effective Dec. 31.

C. R. I. & P. in Sup. 33 to 28675-B quotes rates on grain, grain products, broom corn and seeds from Chicago, Peoria, Rock Island, Ill., Council Bluffs, Ia., Kansas City, St. Joseph, St. Louis, Mo., Minneapolis, St. Paul, Minn., and Omaha, Neb., to stations in Colo., Kan., Mo., Neb., N. M., Okla., and Texoma, Tex., effective Jan. 31.

C. & E. I. in 622-C quotes rates on grain, grain products, corn cobs, broom corn and seeds from stations on the C. & E. I. to points in Ala., Ark., Conn., Del., D. C., Fla., Ga., Ill., Ind., Ia., Kan., Ky., La., Me., Md., Mass., Mich., Minn., Miss., Mo., N. H., N. J., N. Y., O., Pa., R. I., S. C., Tenn., Vt., Va., W. Va., Wis., and points in Canada, effective Jan. 5.

C. R. I. & P. in Sup. 21 to 29329-A quotes rates on grain, grain products and seeds in carloads from Albright, Omaha, South Omaha, Neb., Armourdale, Kansas City, Atchison, Fort Leavenworth, Leaven-

worth, Kan., Council Bluffs, Ia., Kansas City, St. Joseph, Sugar Creek, Mo., to stations in Ill., Ind., Ia., Minn., Mo., S. D., and Wis., effective Jan. 20.

K. C. Sou. in Sup. 13 to 5-B quotes rates on grain, grain products and seeds between Chicago, East St. Louis, Peoria, Ill., St. Louis, Carondelet, Mo., Minneapolis and St. Paul, Minn., and stations taking same rates; and its stations in Ark., Mo., and Okla., and those on the Ft. Smith & W. and Mo., Okla. & Gulf R. R., also Texarkana, Ark.-Tex., effective Jan. 23.

C. R. I. & P. in Sup. 16 to 19690-F quotes rates on grain, grain products, seeds, broom corn, and corn husks in car-loads from stations in Colo., Ia., Kan., Mo., Neb., N. M., and Okla., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La., Miss., and Mo.; also rates on corn and articles taking the same rate from Memphis, Tenn., to stations in Okla., effective Feb. 1.

A. T. & S. F. in Sup. 29 to 5702-D quotes rates on broom corn, castor beans, pop corn and seeds from points in Kan., Colo., Okla., Neb., and Mo., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Omaha, Lincoln, Neb., Sioux City, Ia., Chicago, Peoria, Ill.; and distance rates between stations in Kan., Okla., Neb., and Mo.; also on corn husks from stations in Okla., to Chicago, St. Louis, East Fort Madison, Fort Madison and Missouri River points, effective Jan. 31.

Supply Trade

If you have something to sell,
It pays to advertise it well.
Let people know what you're about
And sales will come beyond a doubt.
"The man who whispers down a well
About the goods he has to sell
Will never reap the golden dollars
Like he who climbs a tree and hollers."
So climb a tree right o'er the crowd
And holler long and holler loud,
And when you've got 'em on the run
Your selling game is well begun—
Which is another way to say
That ADVERTISING PAVES THE WAY.

—Charles L. Tompkins.

OWENSBORO, KY.—The Anglo-American Mill Co. will soon award contracts for extensive machinery improvements which it will make in its plant.

FARIBAULT, MINN.—The Humphreys All Metal Employee's Elevator has been installed in the Western Maryland Elevator, recently completed at Baltimore.

MUNCIE, IND.—Chas. H. Kelley, who has served in the position of sec'y and gen'l manager of the Muncie Oil Engine Co. for the past five years, has resigned to accept an offer made him by the Power Mfg. Co., of Lima, O., to serve in the capacity of sales mgr.

SCHEECTADY, N. Y.—General Electric Co. has ready for distribution its Bulletin 47409, covering its type F, Form P10, oil switch, which is an entirely new development and possesses several features which make it particularly suitable for starting and controlling 25-, 40- and 60-cycle three-phase induction motors of 10 h. p. or less.

THERE ARE two reasons for the necessity of persistence in advertising—one of them is the ease with which the human mind forgets, and the other is the necessity of teaching the good points of your products a little at a time. It is a general experience, not only in advertising but in all the different phases of business, that the concern which does not constantly remind its customers of its existence soon has no existence of which to remind them.—Chicago Advertising.

The Biggest-Ever Order for Cleaners and Clippers.

On December 27th the largest contract (in dollars and capacity) ever placed for Grain Cleaners and Oat Clippers was awarded to the Huntley Mfg. Company for Monitor Machines. This colossal order covers equipment for the new ten million bushel Terminal Elevator now under construction at South Chicago, Ill., for the C. & N. W. R'y, to be known as the "Calumet" Elevator, to be operated by the Armour Grain Company.

In capacity and modern character of equipment the new "Calumet" overshadows anything previously attempted in elevator building. As the last word in approved practices for grain handling and storage, and largeness of enterprise, this elevator stands to the front in the world's amazingly rapid development of large capacity grain elevators. With a full ten million bushel capacity the new "Calumet" will have a maximum cleaning and clipping capacity of nearly two and one quarter million bushels for a twenty-four hour day run. In addition to this 190 to 280 tons of screenings can be cleaned—all this work being handled on Monitor Oat Clippers, Monitor Receiving Cleaners and Monitor Screenings Separators. A year's time was devoted by the engineers and operators to the selection of equipment and the final choice of clippers and cleaners.

Two batteries of Monitor Warehouse and Elevator Separators will handle the receiving and cleaning on wheat. Each will be steel covered, fire proof type construction, several having maximum capacity of 6,000 bushels hourly each. The others are capable of handling 4,000 bush-

els hourly each and all will be of ultra heavy-service construction throughout.

Shoes inter-reinforced design, driven by exclusive type of Monitor patent, Disc Oiler Eccentrics, giving double compound (self-balancing) shaking motion. Monitor improved type of Sieve Cleaners are to be furnished and the Feed Hoppers will have the well-known Monitor Combination Force Feed Equipment. Bearings for the fan and eccentric shafts will be heavy-duty, deep reservoir, self-oiling type. Monitor patent air equalizing expansion chamber valves—also, patent escapement gates and stream spreader attachments will be supplied with each machine.

A battery of No. 15 size Monitor Automatic Double Receiving Barley Separators will be located on the same floor with the Wheat Receiving Cleaners. These machines will embody several of the well-known Monitor Improved Barley Cleaner features in addition to the modern construction and general equipment previously mentioned for the Wheat Receivers.

Oat Clippers—20 of these, each with a maximum capacity of 1,500 bushels hourly, will be direct-connected motor driven. They will have Monitor ultra heavy-service construction throughout, of steel clad, fireproof design. The cleaning shoes on these Clippers will be the double, or compound, self-balancing design; bearings for shoe drive of heavy-duty, deep reservoir, self-oiling type. Main cylinder shaft bearings will be Monitor heavy-service, self-aligning, ball bearing equipment.

Two of the largest size Monitor Screenings Separators to be furnished will be steel-covered, fire-proof design of ultra heavy construction throughout. Two ec-

centric shafts driving the four shoes will operate in heavy-duty, deep-reservoir, self-oiling bearings (the same type of bearings for the fan shafts) and the shoes to be operated by the Monitor patent disc oiler eccentrics. Automatic sieve cleaners will operate under the full surface of the 16 deep runs of screens in these two machines.

In the Dust House will be located 8 Monitor all-steel construction, heavy-service design Dust Packers of the Iron Front, Friction Clutch type.

Ranking as the greatest Oat Clipper and Grain Cleaner sale ever recorded, the Huntley Mfg. Company is being congratulated on receiving this contract. The operator of this new house, the Armour Grain Company, is one of the world's largest, successful grain handlers and for years has used Monitors, and in awarding this contract to the Huntley Mfg. Company paid it a signal compliment.

This history of the largest-ever order for Cleaners and Clippers would not be complete without mention of Mr. F. M. Smith, Chicago Representative, of the Huntley Mfg. Company, called by many the dean of Grain Cleaner salesmen and generally conceded to be one of the foremost authorities on Cleaners and cleaning. Mr. Smith has added new laurels to his long career of success in the Grain Cleaner business.

INVESTIGATIONS of Government specialists have determined that domestic flax tow can be used in the manufacture of fiber counter boards for shoes. The boards made of this domestic flax tow have been sold to the trade at the rate of 5 to $5\frac{1}{2}$ per pound.

SOFT CORN

Hess Driers Dry It Out

Raise the grade. Make it safe to store or to ship anywhere.

Hess Driers are made in eleven regular sizes—Dry in batches or continuous flow.

Suitable for any kind or size of mill or elevator.

Hess Out-Door Conditioners

Tumble and air it out of doors, keep it sweet and cool. Conditioners earn 100 per cent in a few weeks — one customer paid for his on 3 cars of grain.

Cost \$75, up, and sold on 30 days' free trial.

Brown-Duvel Moisture Testers

with copper or glass flasks—for gasoline, gas, alcohol or electricity. Made in 3 sizes—2-4 and 6 burner. Ready for instant shipment.

Our testers are used everywhere on all kinds of grain and seeds.

Hess Warming & Ventilating Company

Will serve you promptly. WRITE, WIRE OR TELEPHONE, TO

907 Tacoma Building, Chicago

Supreme Court Decisions

Sale of Customer's Stock.—Where a broker undertook to buy stocks for a customer on margin and afterwards reported that he had bought the stock and that it was held for and on the customer's account, his subsequent sale of it without notice was a tort.—*Katz v. Matthews*. Supreme Court of Appeals of New York. 110 N. E. 425.

Damages on Value at Destination.—In an action brought against the carrier at the point of destination for the loss of goods destroyed after acceptance at the place of shipment, the measure of damages is properly the value of the goods at destination.—*Canadian Pac. Ry. v. Wieland*. U. S. Circuit Court of Appeals. 226 Fed. 670.

Landlord's Lien.—Croppers engaged to cultivate land on the shares have no title to any part of the crop until after division is made, and until that time the landlord is entitled to possession of the crop as against a mortgage of such croppers, though the landlord had released all his interest in the shares of such croppers.—*Malcolm Mercantile Co. v. Britt*. Supreme Court of South Carolina. 87 S. E. 143.

Penalty on Carrier for Failure to Settle Claim.—Where the consignor of a shipment by railroad upon loss thereof did not file his claim with the road at the place where the shipment originated, as required by the statute of consignors, he cannot recover under such statute the \$50 penalty incurred by the road by its failure to settle the claim for loss of a shipment between points within the state within 90 days.—*Hamlet Grocery Co. v. Southern Ry. Co.* Supreme Court of North Carolina. 87 S. E. 53.

Wrongful Delivery by Warehouseman.—Where plaintiff, a warehouseman, who had wrongfully delivered goods to defendant, who rescinded the same in good faith, thereafter paid the true owner the value of the goods, while the owner's title vested in the warehouseman as between itself and such owner, the transfer did not pass to plaintiff the owner's right of action against defendant for conversion, since the property was adversely held at the time of the transfer.—*S. H. Pope & Co. v. Union Warehouse Co.* Supreme Court of Alabama. 70 South. 159.

Owner of Spur Track is Privileged.—Under Kirby's Dig. §§ 6829, 6830, requiring the Railway Commission to make rates between stations in the state, where there is a continuous line of railway, whether belonging to another company or not, the switching of shipments for one shipper from a spur track constructed for his exclusive benefit, and the refusal to switch for another shipper having no right to ship from such track, does not constitute discrimination.—*St. L. S. W. Ry. Co. v. Arkadelphia Milling Co.* Supreme Court of Arkansas. 180 S. W. 200.

S/O B/L Prevents Set Off.—Where plaintiff shipped goods to his own order and delivered the B/L with draft attached, to a bank, with directions to deliver the goods on payment of the draft, defendant who, after notice of arrival, had wrongfully received and converted the goods, could not apply the proceeds thereof to the payment of the plaintiff's indebtedness to it without direction from the plaintiff, and could not stand in the position of a third person acquiring rights without notice as against the bank.—*Vehicle Supply Co. v. McInturff*. Supreme Court of Arkansas. 179 S. W. 999.

Title Under Crop Mortgages.—Under Code 1907, § 4894, declaring that a mortgage of unplanted crops or agricultural products executed on or after the 1st day of January of the year in which such crops are grown, conveys the legal title thereto

in all respects as if the crops were then planted, one whose mortgage was executed after January 1st has the legal title to that year's crops, and a mortgage on the same crops executed a year earlier conveys only an equitable interest; therefore the subsequent mortgagee may maintain trover for conversion.—*Pinckard v. Cassels*. Supreme Court of Alabama. 70 South. 158.

Measure of Damages for Breach of Contract.—The measure of damages for a seller's breach of a contract for the sale of hay was the difference between the contract price and the price at the point of delivery, or the nearest available market if no market existed at such point. Where the place at which hay sold by defendant to plaintiff was to be delivered was a small place and the price of hay was dependent upon the price in Little Rock and other available markets, evidence as to the market price at Little Rock with the freight added was admissible in determining the market value at the place of delivery.—*Allen v. Nothern*. Supreme Court of Arkansas. 180 S. W. 465.

Fraudulent B/L.—Under Interstate Commerce Act Feb. 4, 1887, c. 104, 24 Stat. 386, § 20, as amended by the Carmack Amendment (Act June 29, 1906, c. 3591, § 7, 34 Stat. 595 [U. S. Comp. St. 1913, § 8592, pars. 11, 12]), requiring a railroad receiving property for interstate transportation to issue a B/L therefor, and making it liable to the holder thereof for any loss or injury to such property caused by it, and providing that nothing shall deprive the holder of any remedy under existing law, defendant, whose station clerk issued a false B/L for goods never received, to a produce company, whose draft, forwarded for collection, was paid by the consignee upon receipt of the B/L, was not liable to the consignee for the balance of the draft, as reduced by a payment on account by the produce company, on the ground of fraud, where it appeared that the station agent might issue B/L only for, or to cover, goods actually received for transportation, and that he was not authorized to delegate his power to issue B/L, since there was nothing to connect defendant either directly or inferentially with the fraud.—*Fitch, Cornell & Co. v. Atchison, T. & S. F. Ry. Co.* Supreme Court of New York. 155 N. Y. Supp. 1078.

On to Indianapolis Jan. 19-20.

Don't miss the BIG CONVENTION.
Boys, now listen, do you hear—
There must be no prevention,
Come join us with good cheer.

The dealers from every city,
From North and South, from East and West,

You know we are no fonder
Of one, than all the rest.
We give you each a welcome,
We'll treat you to the best.
Hop on the Interurban,
And let the Bizz go hang,
Come down to Indianapolis,
And help to swell the Gang.

O, yes, we'll 'tend to business,
You bet we'll have some fun,
The Board of Trade bids welcome
To each and every one.

A good time's sure a waitin'
To shake you by the hand,
So don't stand 'round debatin'
And wonderin' if it's grand.

But come, there'll be a Banquet
With lots of things to eat,
And after that a goodly course
Of cigars hard to beat.

So jump into your "Henry Ford"
And let the Bizz go hang,
Come down to Indianapolis,
And help to swell the Gang.

Mary A. Thompson.

THE NATIONAL HAY ASS'N will hold its annual convention July 11-13 at Cedar Point, O., with the Breakers Hotel as headquarters. In addition to the equipment at the service of the dealers in former years a contract is being made for the new Cedars Hotel. Reservations of rooms made by mail to Sec'y J. Vining Taylor, Winchester, Ind., will be filled in the order received.

Acceptances Must Be Received Before Opening.

The Arbitration Com'ite of the Grain Dealers National Ass'n, composed of E. M. Combs, L. W. Gifford, and Elmer Hutchinson, recently ruled in favor of E. L. Wellman, of Grand Rapids, Mich., plaintiff, against E. E. Delp Grain Co., of Philadelphia, defendants, on a claim for \$627.50 growing out of a transaction closed by A. Judson Stites, broker, without authority.

Wellman wired Stites asking best bid on 20 cars of No. 2 red wheat delivered for export. Stites sent him a quotation of \$1.59. Wellman wired to sell 20 cars to best advantage. Stites wired that he could not get firm bids; that the quotation was nominal and demand poor. Wellman wired "Nominal price does no good. Can you sell 20 cars at what price?" Stites wired "Working on 20 cars, trying to get market." On the same day, Feb. 15, 1915, Wellman wired "Don't sell anything; wire bids 20 cars No. 2 red wheat." Stites wired "Sold Delp 15 cars \$1.62 Girard Point." Wellman replied "Wired you this morning not to sell anything; cannot confirm Delp." Stites wired "Sold 15 cars long ago; exporters won't bid." Wellman: "You had no authority to sell Delp; simply cannot confirm." Stites: "Sold Delp and wired you long before your wire received; cannot cancel." Wellman then wired E. E. Delp Grain Co.:

"Stites sold you 15,000 two red wheat Monday on a telegram offering which was an order for Saturday and dated Saturday, which was not an open order and good for Saturday only. We assume no liability for such sale, nor did we give Mr. Stites any authority to sell any wheat for us; on Monday wired him immediately that we could not confirm and absolutely refuse to ship the wheat."

The E. E. Delp Grain Co. bought in 15 cars of wheat from other sources and charged the loss to Wellman's account. Before the Arbitration Com'ite Mr. Wellman alleged his instructions were not open indefinitely and that Mr. Stites had no authority to sell wheat at 11:27 Monday morning, or about an hour after the opening of the various markets. Defendants contend that Mr. Stites did have authority from the plaintiff to sell the wheat, and in support of this contention claim that they had bought a good many lots of wheat from plaintiff thru Mr. Stites under similar conditions, and that such purchases were not subject to confirmation. They also introduce letters from L. F. Miller & Sons and Philadelphia Export Co. to the effect that they understood Mr. Stites had authority to sell wheat for plaintiff, which sales were not subject to confirmation and were without recourse.

The evidence shows in connection with this contention that Mr. Stites received five wires instructing him to sell a certain quantity of wheat, some of them naming a price and some of them instructing him to sell to the best advantage. These wires were received, sales made and wired to plaintiff as follows, time given being Philadelphia time:

Received Dec. 7, 10:40 p. m.; sale made and wired Dec. 8, 10 a. m.

Received Nov. 5, 6:05 p. m.; sale made and wired Nov. 6, 10:38 a. m.

Received Dec. 9, 6:25 p. m.; sale made and wired Dec. 10, 10:47 a. m.

Received Oct. 19, 5:23 p. m.; sale made and wired Oct. 20, 9:57 a. m.

Received Jan. 26, 6:58 p. m.; sale made and wired Jan. 27, 10:39 a. m.

This record shows that all of these wires were received by Mr. Stites after business hours on the day they were sent and that he made all sales either before or shortly after the opening of the markets the following morning, two of the orders being wired to plaintiff before the markets opened and three of them eight, nine and seventeen minutes after the markets had opened.

The Arbitration Com'ite found that these transactions do not, or would others of the same nature, indicate that plaintiff was conducting his business on any other lines than in accordance with the general custom of the trade, and they would not warrant Mr. Stites or the buyers in the Philadelphia market assuming that Mr. Stites had any special authority for the sale of plaintiff's grain.

In the absence of a time limit being named in any of the above wires, and because there is no other evidence of any kind to show special authority on Mr. Stites' part, for the sale of plaintiff's grain, or any agreement or understanding between Mr. Stites and the plaintiff relative to these or any other wires exchanged, the com'ite must assume that Mr. Stites had no right to make sales except in ac-

cordance with the general custom and practice of the grain trade.

It is a well-known custom that, unless otherwise specified, offers of grain made after the closing hour of the Exchanges cannot be considered good for acceptance or open for a longer period of time than when the Exchanges open the following morning, and that any acceptances received by the seller after that hour are subject to confirmation or rejection at the pleasure of the seller, and because of this long-established custom the com'ite believes that the plaintiff would have had the right to reject or to refuse to confirm any of the transactions referred to if the acceptances reached him after the opening hour of the Exchanges.

The fact that plaintiff did fill several sales on which the acceptances were late in reaching him could not change or destroy the long established custom referred to above, nor would it give the broker or buyer the right to demand an acceptance on one late order, because other late orders had been accepted and filled, and, while the acceptance of a late order by a seller without wiring a confirmation of same might lead to carelessness on a broker's or buyer's part, it would not destroy the seller's right to reject or to refuse to confirm some other order which was received late and not acceptable to him.

If this com'ite should rule in favor of defendants' contention relative to plaintiff's having changed his method of doing business and hold plaintiff responsible for the loss involved in the dispute, it would mean in effect that unless a seller named a certain time for acceptance on each offer made that a broker or buyer would have the privilege of sending an acceptance to suit his own convenience, and it would also mean that the com'ite was ignoring a very old and important trade custom or rule.

The evidence also shows that at 11:35 a.m., or eight minutes after Mr. Stites wired the sale of the 15 cars, that he received wire No. 6 from plaintiff instructing him not to sell any wheat, and at 12:11 p.m., or 44 minutes after the sale had been wired, he received wire No. 9 from plaintiff refusing to confirm the transaction, and these two wires show that Mr. Stites had knowledge eight minutes after the trade was reported that it might not be satisfactory to the plaintiff, and in 44 minutes after the trade was made he had plaintiff's refusal to confirm same. This information was surely communicated to the defendants, and it is the com'ite's opinion that Mr. Stites and the defendants should have then and there settled the matter between themselves and taken whatever action was necessary for their protection and adjustment of the trade.

The important points in this dispute seem to be "Did Mr. Stites have any special authority from plaintiff for the selling of his grain; if not, for what length of time did the order contained in wire No. 3 remain good?"

We do not find that the evidence shows any special authority on the part of Mr. Stites for the sale of plaintiff's grain, and we believe that the most liberal construction that could be placed on plaintiff's wire No. 3 would be to limit the time for acceptance to be in plaintiff's hands by 9:30 a.m. Grand Rapids time, or 10:30 a.m. Philadelphia time, and, inasmuch as the sale was not accomplished until 11:27 a.m. Philadelphia time, or 57 minutes after the markets had opened, we believe plaintiff cannot be held responsible for the loss claimed, and our ruling is: That the E. E. Delp Grain Co. pay to E. L. Wellman \$627.50, and that the E. E. Delp Grain Co. pay the cost of this arbitration.

THE KANSAS Wheat Growers Union met at Hutchinson on Jan. 3, the purpose of the meeting being to "fix a minimum price for wheat, based upon the average cost of production, estimated to be at least \$1 per bushel, and to enforce it thru concerted non-delivery." And the federal attorney spends his valuable time investigating legitimate boards of trade.

CLOSING the Suez Canal would be a big advantage to United States exporters in the matter of distance to Liverpool. Australia, for instance, is 11,018 miles from Liverpool via the Suez, while the distance is 15,518 via the Cape of Good Hope; Argentine Republic is 6,258 miles; India, 6,200 miles via the Suez and 10,700 via the Cape. New York to Liverpool is 3,036 miles.

Grain Weighed in Chicago During 1915.

The 18th annual report of H. A. Foss, Board of Trade Weighmaster at Chicago, was made public on Jan. 6. It shows a total volume of 538,829,417 bus. of grain weighed to and from cars and boats. Inbound cars total 183,381; outbound, 147,836; straight transfers, 6,233; crosstown or switch, 10,817, a total of 348,267 cars. The department was operated for the year at a profit of \$899.

The grain received in store from lake vessels amounted to 1,869,086 bus.; shipped out of store by lake vessels, 43,653,910 bus.; transferred by transfer boats, 17,399,565 bus.; a total of 62,922,561 bus. of lake grain.

More than 55,000 bags of seed were weighed at freight depots or warehouses. Weight investigations were asked on 878 cars of grain received and 92 cars of grain shipped, of which 137 causes for differences were located.

During the year 51 scales were tested at country loading stations, of which 37 were weighing incorrectly; 483 scales in the Chicago district were tested, 143 needing adjustment.

Of the total inbound cars 10.6% were found leaking, compared with 11.5% in 1914, while of the total outbound cars only two were leaky. This is due largely to the cooperage of outbound cars.

Thefts of grain amounted to 328 arrests, of which 135 were discharged, 98 paroled, and 95 given fines aggregating \$342. Reports of evidence of theft have been more numerous than in former years. Some of the carriers, however, employ too few watchmen to obtain the results desired. The attitude of many judges, however, toward those apprehended for stealing is such that it tends to discourage carriers in their endeavors to keep the yards free of undesirables. A joint meeting of railroad officials and representatives of local industries was recently held at which Mr. Foss presided. The purpose of the meeting was to secure better co-operation of the courts and city police officials. Other conferences will undoubtedly be called in the near future.

An insurance company has been organized within the year to insure vessel owners against losses due to weight variations, hence the water transportation companies are no longer interested in the weighing of grain to and from their boats. These carriers guarantee the weight of each cargo, thereby relieving the shipper of any liability. Obviously, none of these interests is willing to bear the cost of our weighing supervision, and we received compensation for only a very small part of the vessel weighing service performed.

The car inspection service authorized Oct. 5, 1915, has been extended to the arrival yards of nine of the most extensive inbound grain carrying lines. The difficulty in deciphering correctly the identification prefixes and numbers on many of the car seals has presented a problem that will take time to solve, since the remedy lies with the carriers. The "painted" seal gives the most concern. It is hoped the carriers will adopt seals with symbols more legible and less liable to become marred and defaced.

WE SHALL surely need the Journal this year, as the seed corn situation is puzzling to both buyer and producer.—Monnich & Sons, Hooper, Neb.



WHEAT clearances again are large and would be in greater volume if tonnage was available. The lack of vessels is more keenly felt than at any previous time, with no prospect of relief in sight. Appearances indicate that the export business is limited only by the amount of vessel room that can be obtained.—L. W. Forbell & Co.

A Modern Elevator at Meade, Kan.

Storage for 25,000 bus. of grain is provided by the modern elevator of the L. H. Pettit Grain Co., at Meade, Kan., operated under supervision of the Hutchinson office. A similar plant is maintained at Hooker, Okla., and plans are being prepared for a third elevator, also of 25,000 bus. capacity, at Plains, Kan. These three plants will not only provide ample country storage, but will assure the L. H. Pettit Grain Co. of a steady volume of grain from some of the best wheat and milo areas of the west.

The house at Meade, shown in the accompanying engraving, is ironclad, including the attached power plant and roof. It is electric lighted and equipped with modern machinery, among which is an Invincible Grain Cleaner, Richardson Automatic Scale, and manlift. Power is supplied by an 8-h. p. kerosene engine.

The office and wagon scales are located 20 feet from the elevator. The customary steep approach to the driveway has been eliminated, the haul from scale to dump being almost level. Robert Wilson manager of the house, is enthusiastic over the convenient arrangement of the plant, and expects to handle a large share of the local grain offerings. The elevator was built by the Burrell Eng. & Const. Co.



Elevator of L. H. Pettit Grain Co., at Meade, Kan.

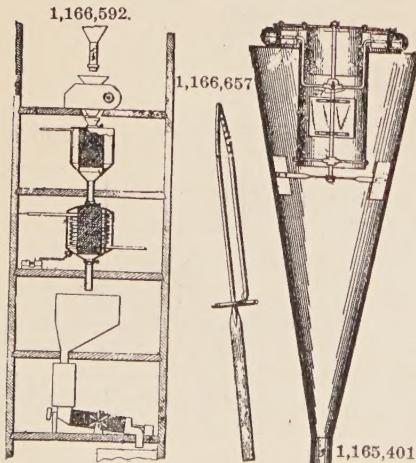
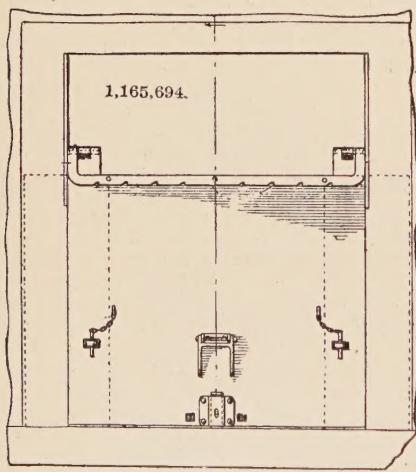
Patents Granted

Grain Door. No. 1,165,694. (See cut.) Benj. Milbert, Chicago. A vertically swinging door is placed in combination with door posts, practically closing the opening between them. Vertically swinging members are pivoted to the door, extending thruout the length of the side edges of the door.

Process of Treating Grains. No. 1,166,592. (See cut.) Adolph Jaeger, Jackson, Mo., assignor of 45% to A. C. Knight and H. A. Knight, St. Louis, Mo. The mass of grain adulterated with onions is dehydrated in a vacuum before the onions are broken. Subsequently the dried onions are broken up and removed.

Self Locking Car Seal. No. 1,166,657. (See cut.) W. M. Brooks, East Orange, N. J., assignor to E. J. Brooks & Co., New York. Transverse nicks are cut into the face of a shackle and a flattened and embossed portion is adjacent to and integral to one end of the shackle. A loop catch, bent from the other end of the shackle is adapted to engage the nicked portion of the face.

Dust Collector. No. 1,165,401. (See cut.) W. J. Fender, Silver Creek, N. Y., assignor of one-half to J. G. Hintz, Milwaukee, Wis. A separating chamber provides a whirling motion to the dust laden air as it emerges from the inlet. After the separation of dust and air in the chamber, the air is forced out thru one outlet while the dust is dropped thru another. A supplementary chamber is connected with the main chamber by a skimming passage in which movable means are operated to keep the passage clear of obstructions.



Crop Improvement Notes.

THE HAMILTON Co. Corn Show has been postponed from Jan. 14-15 until January 21-22, when it will be held at Mt. Healthy, Cincinnati, O.—M.

A FARMERS INSTITUTE and short course was held by the Commercial Club of Bridgewater, S. D., during the last week of December. The farmers of Wentworth, S. D., will hold a similar meeting on Feb. 21 and 22.

THE TEXAS Field Crop Ass'n held its annual meeting at Fort Worth Jan. 4, 5 and 6. H. B. Dorsey, sec'y, Texas Grain Dealers Ass'n, delivered an address on "The Grain Crops We Feed and Their Origin," and Frank Clarke of Fort Worth talked on the subject of Texas seed corn.

H. C. MILLER, grain dealer of Bergen, N. Y., was elected president of the Genesee County Agricultural Society at the meeting recently held in Batavia. Mr. Miller was formerly vice-president of the organization. He is one of the firm of Miller Bros. & Co., operating elevators at Bergen, South Byron, Stafford and Darien, with headquarters at Byron.

A SHORT COURSE in crop improvement and other farm work was held at Plainfield, Ill., early in January. One of the instructors was Bert Ball, sec'y, Crop Improvement Com'ite, Chicago, who promoted the initial movement for the improvement of soils and crops of Will County, and many of the growers who have benefited thru his early instruction were present to greet him.

THE SOIL Improvement Com'ite, Chicago, will take over the duties of the Middle West Soil Improvement Com'ite of the National Fertilizer Ass'n. Its work will be extended to include the states of Ohio, Illinois, Indiana, Michigan, Wisconsin, Missouri, Kentucky, Iowa, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, Maine, Massachusetts, Vermont, New Hampshire, Rhode Island and Connecticut.

THE FOUR fundamentals of crop improvement, as recently published by Bert Ball, sec'y, Crop Improvement Com'ite, Chicago, are: The establishment of one variety of each kind of seed best adapted to soil and climate; fanning and grading to obtain a uniform seed, free from trash, immature grain and weed seed; treatment of grain diseases by the use of formaldehyde, etc., and testing for vitality of all seeds with the assistance of school children of the community.

"WHY THE FARMERS Are Now Strong for Grain Men" will be the subject of F. W. Murphy, Wheaton, Minn., at the annual meeting of the Council of Grain Exchanges, to be held Jan. 20 and 21 at Chicago. Mr. Murphy was the first president of the group of 16 counties organized on crop improvement principles in west central Minnesota. Bert Ball, sec'y, Crop Improvement Com'ite, will deliver a spicy lecture on "Why Crop Improvement Gospel Insures a Larger Yield of Better Grain," illustrating his talk with moving pictures.

GRAIN DEALERS and growers of Wabash Co., Ind., will hold a two-day agricultural meeting at Wabash about the middle of February. The first day will be devoted to dairy and animal husbandry, with a barbecue and crop improvement play in the evening. Obtaining better yields of grain, will be the topic for the second day. A decided novelty is the idea of sustaining those present on exclusively

home-grown and prepared foods, the girls from the domestic science classes of the different schools baking the bread and biscuits from Wabash county grain, serving milk from locally bred cattle, while the mutton of the barbecue will also be a Wabash product.

Insurance Notes.

THE WESTERN Grain Dealers Mutual Fire Ins. Ass'n will hold its annual meeting at Des Moines, Ia., Jan. 18.

WORKMEN'S COMPENSATION losses on the fire of the American Linseed Oil Co., South Chicago, Ill., which occurred Dec. 31, are estimated to total \$20,000.

IF YOU WISH to know Who is your worst enemy write Carelessness, care Millers' Mutual Casualty Co., Chicago, and ask for Safety Souvenir No. 10. It is free.

J. H. GISSAL, inspector of the Millers Mutual Fire Insurance Co. of Ill., on Jan. 1 took over the territory in Missouri, acting as inspector and solicitor, with headquarters at St. Louis.

A. J. KELLENBERGER, assistant sec'y, Millers Mutual Fire Ins. Co. of Ill., at Alton, died recently from a stroke of apoplexy. Mr. Kellenberger was well known in the mutual insurance business and had many friends in the grain and milling trades, to whom his death came as a distinct shock.

A CAMPAIGN of education on fire prevention and the merits of the new anti-discrimination law of Iowa will be combined with the regular town inspections by the Iowa Fire Prevention Ass'n. In rerating the state the Ass'n will use a number of experts borrowed for the occasion from other states.

THE MINNESOTA Insurance Dep't, recently ordered by the state to reduce its basis rates on grain elevators, has asked the mutual and stock companies for a tabulation showing their experiences with this class of risks. It seeks the average rate, premiums and losses on grain elevators for the last five years.

THE COMMERCIAL EXCHANGE of Philadelphia has entered a friendly suit against the Pennsylvania Ry. to recover \$6,000, due as the difference between insurance charges at the old and new Girard Point Elevators. The rate at the old plant was \$1.75, while the new plant is entitled to a rate of 25c.

FRANK D. HUTCHINS has been placed in charge of the new Philadelphia office of the Millers Mutual Casualty Ins. Co. The company is licensed to write workmen's compensation insurance under the new state law, which became effective Jan. 1. Rates for that insurance were prepared by the State Insurance Dep't, and are the same for either stock or mutual companies. All portions of the premiums paid to the Millers Mutual Co., except that used in the payment of losses and expenses, will be returned to the policy-holders at the end of each year in the form of a dividend.

CHARLES C. CHRISTIE, of Kansas City, of the one-time Christie-Street Commission Co., and long fought by the Chicago Board of Trade as the leading bucket-shop operator of the southwest, died Jan. 4 after an illness of 10 months. In recent years he developed a large coal property which he sold to a syndicate two years ago and retired.

The GRAIN DEALERS JOURNAL.

TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO. of Luverne, Minnesota

Write Elevator and Grain Insurance on the purely Mutual Plan, with Cash Dividends Annually.

Write the Secretary for Rates

E. A. BROWN, Pres. E. H. MORELAND, Sec.
H. S. GREIG, V. P. B. P. ST. JOHN, Treas.

WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

JAY A. KING, President GEO. A. WELLS, Secretary
Write for Information
Regarding Short Term Grain Insurance



This Cabinet should be in Every Mill
and Elevator.
WE SUPPLY IT AT COST.

IF YOU WANT
regular country shippers
to become familiar with
your firm name, place
your "ad" here :: ::

6,000 SHIPPERS
are now using
TYDEN
CAR SEALS.

Bearing shipper's
name and consecutive
numbers.

They prevent
CLAIM LOSSES.
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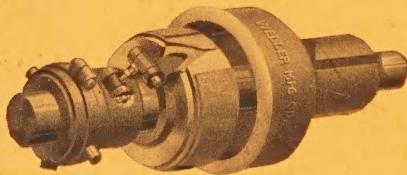
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